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TOWN OF TIBURON
GENERAL PLAN

Adopted September 28, 1989

Prepared by:
Town of Tiburon
Planning Department
1155 Tiburon Boulevard
Tiburon, CA 94920

913 00616

TOWN OF TIBURON GENERAL PLAN

for

**Land Use, Open Space and Conservation,
Circulation, Housing, Safety, and Noise
Adopted September 28, 1989**

Town Council Resolution No. 2633

and

**Parks and Recreation
Adopted November 1, 1989**

Town Council Resolution No. 2648

Each General Plan Element has its own
table of contents, diagrams, and index

SUBSEQUENT ACTIONS

Revised December 5, 1990

Town Council Resolution No. 2748

for Minor Additions to Downtown Commercial Buildings

Revised January 16, 1991

**Town Council Resolution No. 2757
for Vista Tiburon Project (PD#12)**

Revised April 17, 1991

**Town Council Resolution No. 2778
for Housing Element Update***

***Complete Revision**

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TOWN OF TIBURON GENERAL PLAN
1989 Update of 7 Elements and Record of General Plan Amendments
Adopted by Town Council Resolution

Date & TC Res. No.	Text Pages & Diagrams Replaced	General Plan Elements Affected	Description of Town Council Action
9/28 1989 2632	--	ALL	Certified Final EIR for the 1989 General Plan Update
9/28 1989 2633	ALL	Land Use, Open Space & Conservation, Circulation, Housing, Safety, Noise	1989 Update: A complete revision of the 6 State-mandated elements with an introduction. Each Element has its own table of contents, diagrams, and index.
11/1 1989 2648	ALL	Parks & Recreation Element	Added to 1989 Update: A complete revision.
12/5 1990 2748	Text Pages: 16,17	Downtown Commercial Buildings Sub-Element of Land Use Element	Certified a Negative Declaration, Approved a GP Amendment to allow in certain circumstances minor additions to downtown commercial buildings which exceed the maximum floor area ratio, & directed Planning Commission to approve Conditional Use Permit for expansion of the restaurant at 114 Main Street (Servino's) subject to conditions deemed applicable by the PC. GPA90-2
1/16 1991 2757	Pages: 12, LU-3; Table 3: Vacant Land Inventory; C-1, C-2; OSC-2, OSC-3	Land Use; Housing; Circulation; Open Space & Conservation	Changes required for 22 lot infill residential subdivision (Vista Tiburon /Taldan Property PD#12) in a Residential Planned Development (RPD) zone. GPA90-1
4/17 1991 2778	ALL	Housing	1991 Update: A complete revision (62 pages). GPA91-1

Tiburon Town Council

1991:

Jerry Thayer, Mayor; Alvin R. Kuhn, Vice-Mayor; Stone Coxhead, Peter Logan, and Michael Friedman, Councilmembers

1989:

Lawrence J. Duke, Mayor; Frank Shaw, Vice-Mayor; Stone Coxhead, Peter Logan, and Fran Mayberry, Councilmembers

Tiburon Planning Commission

1991:

Marylyn Siewert, Karen Nygren, Warren Callister, Randy Greenberg, Terry Johnson, and Gary Sheppard

1989:

Joan Bassett*, Virginia Brunini, Warren Callister, Michael Friedman, Karen Nygren, Marylyn Siewert, and Jerry Thayer

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LIST OF DIAGRAMS

Adopted September 28, 1989

Revisions to January 16, 1991*

Diagram Number & Date Revised	Diagram Name	Located before the index for this Element
LU-1 9/28/89 LU-2 9/28/89 LU-3 1/16/91 LU-4 9/28/89 LU-5 9/28/89 LU-6 9/28/89 DT-1 9/28/89	Tiburon Planning Area Existing Land Use Proposed Land Use Vacant Land Inventory Annexation Areas Development Plan of Angel Island State Park Downtown Tiburon Proposed Land Use	Land Use Element
OSC-1 9/28/89 OSC-2 1/16/91 OSC-3 1/16/91	Conservation Areas Open Space Areas Potential Open Space	Open Space & Conservation Element
C-1 1/16/91 C-2 1/16/91	Existing Circulation Proposed Circulation	Circulation Element
S-1 9/28/89 S-2 9/28/89	Non-Geologic Hazards Geologic Hazards	Safety Element
N-1 9/28/89 N-2 9/28/89	Existing Noise Contours Projected Noise Contours	Noise Element
PR-1 11/01/89	Parks and Recreation Areas	Parks & Recreation Element
None	None	Housing Element

* Not affected by the 4/17/91 Housing Element Update

NOTE: These General Plan Diagrams were developed primarily for general planning usage. The Town of Tiburon is neither responsible nor liable for use of these diagrams beyond their intended purpose.

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**April 1991 Distribution List
Revised Housing Element**

Federal Agencies: 1

U.S. Army Corps of Engineers, 211 Main St., San Francisco

State Agencies: 13

Governor's Office of Planning & Research (OPR); Association of Bay Area Governments (ABAG); Bay Conservation Development Commission (BCDC); CalTrans Dept. of Transportation Planning; Metropolitan Transportation Commission (MTC); California Department of Fish & Game; California Department of Parks & Recreation; California Department of Mines & Geology; California Department of Conservation; California Department of Water Resources; California Department of Housing & Community Development; California State Resources Agency; Housing and Urban Development

County Agencies: 8

Marin County Planning Department (3 copies); Marin Local Agency Formation Commission (LAFCO); Marin County Department of Parks, Open Space and Cultural Services; Marin County Library, Civic Center; Tiburon-Belvedere Public Library (2 copies)

Basic Service Providers: 10

Alto Richardson Fire Protection District; Tiburon Fire Protection District; Marin Municipal Water District (MMWD); Pacific Bell; Pacific Gas & Electric (PG&E); Viacom Cable; Richardson Bay Sanitary District; Sanitary District #5; Sanitary District #2; Sewer Agency of Southern Marin (SASM)


Adjacent Cities: 5

Strawberry Design Review Board; Sausalito; Corte Madera; Belvedere; Mill Valley

Town of Tiburon: 38

Town Council, Planning Commission, Design Review Board, Board of Adjustments & Review, Parks & Open Space Commission, Town Manager, Town Clerk, Town Engineer, Town Attorney, Finance Director, Planning Director, Planning & Design Review staff

GENERAL PLAN NOTES



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LAND USE ELEMENT

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LAND USE ELEMENT

INTRODUCTION AND DIAGRAM REFERENCES

The Land Use Element is required by Government Code Section 65302(a). The Land Use Element establishes the type of activity that occurs on land and the intensity of that type of use. The intent of this Element is to maintain existing land uses, to propose new development where land use can be expanded, and to allow some areas to remain open, as addressed in the Open Space and Conservation Element.

All elements of the Tiburon General Plan, including the Land Use Element, cover the entire Tiburon Planning Area as shown on Diagram LU-1, Tiburon Planning Area. The Tiburon Planning Area is primarily a lower density residential community with three commercial areas: Downtown Tiburon, Strawberry Shopping Area, and the Cove Shopping Center. Almost half of the Planning Area is outside the Town of Tiburon corporate limits. The unincorporated area is under the land use jurisdiction of the County of Marin, but is within the planning jurisdiction of the Town of Tiburon. Existing land uses within the Planning Area are depicted on Diagram LU-2, Existing Land Use.

This Land Use Element makes a distinction between "Vacant Land" and "Vacant Legal Lots," wherein the former is defined as an undeveloped parcel (or contiguous parcels under the same ownership) totaling four (4) or more acres, and the latter is defined as an undeveloped parcel (or contiguous parcels under the same ownership) of less than four (4) acres. The location and density/intensity of all land within the Tiburon Planning Area is shown on Diagram LU-3, Proposed Land Use. Vacant Lands as of 1989 are depicted on Diagram LU-4, Vacant Land Inventory, and further described in Table 1. The density designations for vacant lands shown on Diagram LU-3, Proposed Land Use, describe the general land use category and not the allowable maximum density for those lands. Allowable maximum densities for vacant lands are shown on Table 1 of the Land Use Element.

All unincorporated areas within the Tiburon Planning Area are proposed for annexation within the time frame of the Plan. These areas are depicted on Diagram LU-5, Annexation Areas.

The Town of Tiburon contains 726 acres of the 740-acre Angel Island State Park. The Park is owned by the State of California and, as such, the Town does not regulate

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development on Angel Island. Diagram LU-6 shows the State's General Development Plan for Angel Island State Park.

This Land Use Element also contains a Downtown Tiburon Sub-Element, which establishes policies and programs specific to downtown Tiburon.

DEFINITIONS

Density

The ratio between the number of residential units on a given area of land and the size of that area of land. "Units" are housing units rather than buildings and a land's area is usually measured in acres (e.g., one unit per acre). All densities used in the Tiburon General Plan are gross densities.

Development

The division of land into lots for construction and the provision of necessary infrastructure to serve that construction.

Infrastructure

The physical facilities required to service construction on lots available for development. Typically, infrastructure includes roads, water lines, sewer lines and storm drainage systems.

Construction

The building of a structure as opposed to the development of a lot. A building lot can be "developed" without having "construction" on it.

Parcel or Lot

An area of land under one ownership which may or may not be capable of further division. These terms are further defined in the Tiburon Zoning Ordinance.

Vacant Land

Undeveloped or under-developed land comprised of four (4) or more acres. This includes all contiguous parcels under the same ownership.

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Vacant Legal Lot

Lots or parcels legally recognized by the Town which are comprised of less than four (4) acres and which are undeveloped. This includes all contiguous parcels under the same ownership.

Time Frame of the General Plan

The long-range time period (1989-2005) which the Tiburon General Plan is intended to address.

Yield/Maximum Yield

The number of dwelling units which results from multiplying the number of gross acres of a parcel by the density of the land use designation within which the parcel is located. (Example: a 10-acre parcel with a maximum yield of 1.5 units per gross acre has a density of 1.5. The parcel would have a yield of no more than 15 units which could be permitted on that parcel). The maximum yield may not be achieved if other standards of the general plan pertaining to environmental, physical or off-site constraints require lower densities or intensities.

Intensity

The degree to which non-residential construction is allowed on a lot. This is usually expressed as a Floor Area Ratio.

Floor Area Ratio (FAR)

A fraction expressed as a decimal which divides the total amount of space (floor area) in a building by the lot area on which it sits. If the building has half as much area as the lot, the FAR is 0.5. If the building is multi-story and has twice as much area as the lot on which it sits, the FAR is 2.0.

Tiburon Planning Area

The Tiburon Planning Area is the Town of Tiburon plus the Town's Sphere of Influence, including the entire Tiburon and Strawberry Peninsulas, most of Angel Island and all unincorporated areas east of U.S. Highway 101. The Tiburon Planning Area does not include the City of Belvedere.

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GOALS

LU-A. To provide an orderly balance of public and private land uses within convenient and compatible locations throughout the community.

LU-B. To ensure that all land uses, by type, amount, design, and arrangement, serve to protect and enhance the low-density residential and village character and image of the community.

LU-C. To identify present land uses and to propose future land uses within environmental constraints and within the ability of the land to support such land uses.

LU-D. To annex all unincorporated areas within the Tiburon Planning Area in order to provide more unified and coherent land use policy implementation. The Town supports LAFCO's dual annexation policy. The maintenance of acceptable circulation levels of service in presently unincorporated areas is therefore of considerable importance to the Town.

LU-E. To plan facilities which encourage use of the shoreline compatible with surrounding uses and consistent with balancing the objectives of preservation of shoreline resources while also maximizing access to the waterfront.

LU-F. To preserve existing neighborhood character and identity by requiring buffer zones (greenbelts) between new and existing development where practical.

LU-G. To regulate and limit commercial, recreation and destination tourist facilities in order to preserve the residential character of the community.

GENERAL POLICIES

LU-1. The Town shall provide for sufficient diversity of land uses such that public, quasi-public, recreational and shopping facilities are conveniently located and available to each resident of the community.

LU-2. The Town shall coordinate its land use and zoning plans with the County of Marin, Strawberry Community, the City of Belvedere, Town of Corte Madera, LAFCO, and other agencies and jurisdictions to provide for more effective comprehensive planning.

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LU-3. The Town shall closely consider the environmental constraints of land through the development review process in determining the location, type, and density of development.

LU-4. The Town recognizes and wishes to preserve its bay and waterfront as significant resources and shall closely consider the sensitivity of its coastal environment through the development review process, and shall encourage public access to the waterfront.

ANNEXATION POLICIES

LU-5. Paradise Drive Area South of Trestle Glen.

Annexation of property in this sub-area should be based on resident/property owner interest, cost/revenue implications of specific annexation requests, and provision of Town services to the property. Annexation of property in this area to the Town should be required prior to the approval of specific development projects. Annexation requests may be processed by LAFCO concurrently with development applications by the Town. Sewer, water and other essential infrastructure must be available to serve new development by the time new development is constructed.

LU-6. Paradise Cay & Vicinity. Annexation of property in this sub-area should be based on resident/property owner interest, cost/revenue implications of specific annexation requests, and provision of Town services to the property. Total annexation of this sub-area is not anticipated to occur prior to 1995. At such time as annexation of property in this area is imminent, the Town should pre-zone the property consistent with this General Plan.

LU-7. Strawberry/Eagle Rock/Bay Vista. Annexation of property in this sub-area should be based on resident/property owner interest, cost/revenue implications of specific annexation requests, and provision of Town services to the property. Total annexation of this sub-area is not anticipated to occur prior to 1995. At such time as annexation of property in this area is imminent, the Town should pre-zone the property consistent with this General Plan.

LU-8. The Town shall coordinate with LAFCO to study the current sphere of influence (SOI) and possibly modify the SOI boundary where inconsistencies occur with the Town's Planning Area boundary.

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PROPOSED LAND USE POLICIES

LU-9. The following land use districts and densities and intensities are established:

Residential Land Use Categories. Residential land use categories may include, depending on specific zoning district regulations, parks and playgrounds, educational facilities, churches, institutional facilities, group care and day care facilities, civic clubs, and other similar uses. Generally, multi-family residential uses are limited to VH districts and two-family uses generally are limited to the VH and H districts. Exceptions may occur in planned districts.

VL	(Very Low Density Residential:	Up to 0.1 du/acre
LL	(Low Low Density Residential)	Up to 0.2 du/acre
L	(Low Density Residential)	Up to 0.5 du/acre
ML	(Medium Low Density Residential)	Up to 1.1 du/acre
M	(Medium Density Residential)	Up to 3.0 du/acre
MH	(Medium High Density Residential)	Up to 4.4 du/acre
H	(High Density Residential)	Up to 11.6 du/acre
VH	(Very High Density Residential)	Up to 12.4 du/acre

NOTE: Allowable maximum densities for vacant lands, as depicted on Diagram LU-4, Vacant Land Inventory, are given in Table 1 of the Land Use Element.

Commercial and Other Land Use Categories and Intensities.

SC	(Shopping Commercial)	Up to 0.5 FAR
NC	(Neighborhood Commercial)	Up to 0.17 FAR***
VC	(Village Commercial)	Up to 0.17 FAR***
O	(Office)	Up to 1.0 FAR*
OS	(Open Space)	Up to 0.1 FAR**
P	(Public/Quasi-Public)	Up to 1.0 FAR*

* Including associated parking structures.

** Existing facilities only; new facilities have 0 FAR.

*** Applies to undeveloped parcels; See Policy DT-12 for intensity levels on developed parcels.

Shopping Commercial Districts may typically allow, subject to specific zoning regulations, general retail and service uses, service stations and auto-related sales and service uses, and office uses.

Neighborhood Commercial Districts may typically allow, subject to specific zoning regulations, resident-serving

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commercial uses and offices, and mixed (commercial-residential or office-residential) uses. Tourist-oriented uses are strongly discouraged.

Village Commercial Districts may typically allow, subject to specific zoning regulations, resident-serving commercial and office uses, tourist-oriented uses, and mixed (commercial-residential or office-residential) uses.

Office Districts are strictly limited to office uses with no retail component.

Public/Quasi-Public Districts may typically allow parks, educational facilities, governmental and quasi-public buildings or facilities; utility facilities and similar facilities owned or operated by public/non-profit agencies. The Public/Quasi-Public district recognizes existing public or quasi-public uses which are expected to remain in a similar use throughout the time frame of the General Plan.

LU-10. The following population density standards are established for each residential land use district:

<u>Land Use Category</u>	<u>Density Range</u>	<u>Assumed Persons Per Household</u>	<u>Persons Per Gross Acre</u>
VL	Up to .1	2.4	0.24
LL	Up to .2	2.4	0.48
L	Up to .5	2.4	1.20
ML	Up to 1.1	2.4	2.64
M	Up to 3.0	2.4	7.20
MH	Up to 4.4	2.4	10.56
H	Up to 11.6	2.4	27.84
VH	Up to 12.4	2.2	27.28

(NOTE: The VH district includes apartments and condominiums. The assumed number of persons per household is for planning purposes and is not intended to regulate household size.)

OTHER POLICIES

LU-11. Subdivision of land shall be subject to criteria contained in the Land Use Element and the Open Space and Conservation Element.

LU-12. In Planned Residential Districts, new development should be located on the least environmentally sensitive and least hazardous portions of vacant lands wherever feasible to promote sound land development and planning practices.

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Special emphasis shall be placed on keeping ridgelines open and unobstructed to the maximum extent feasible.

LU-13. The Town shall adopt by reference Bay Conservation & Development Commission (BCDC) policies on filling of the bay and shoreline public access.

LU-14. The Town shall regulate the type and amount of commercial uses within the Town to those which are compatible with the nature of the community as a low-density residential and village commercial area.

LU-15. The Town shall carefully regulate insofar as feasible commercial recreation and destination tourist facilities to preserve the low-density residential and village character of the community and to allow the local residents to enjoy the convenient use of harbors, shorelines, local transportation and parking facilities.

LU-16. The Town shall strive to preserve to the greatest extent feasible wildlife habitat in the open ridges, shoreline, marshes, mudflats, and other biologically sensitive areas.

LU-17. Future land use decisions shall be consistent with Diagram LU-3, Proposed Land Use. However, the densities and intensities specified in the Land Use Element are maximums (except for state-mandated bonuses for affordable housing or other density bonuses specifically provided for in the Housing Element) which may not be achieved if other standards of the general plan pertaining to environmental, physical or offsite constraints such as steep slopes, soil instability or limitations on necessary infrastructure require lower densities or intensities.

LU-18. Sewer, water and other essential infrastructure improvements must be available to serve new development by the time new development is constructed. Developers shall participate in the funding of expanded infrastructure.

LU-19. Re-subdivision of vacant legal lots and existing developed lots shall be discouraged unless the following criteria are met:

- a. Acceptable access can readily be provided.
- b. All newly-created lots have an average slope of less than 30%.

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- c. Development could avoid ridgelines or prominently visible areas.
- d. Consistency with general plan, zoning and subdivision ordinances, and any applicable specific plans, is demonstrated.
- e. Proposed lot sizes and density are compatible with surrounding pattern of development and the characteristics of the subject property are comparable with those of surrounding properties.
- f. Sensitive treatment of trees and other significant natural features can be achieved within the proposed lotting pattern.
- g. All basic services can be provided to the site, including sewer lines.
- h. New homes can be accessed by a driveway. No driveway shall serve more than three units.

LU-20. The Town may review this general plan annually and may revise the plan every five (5) years as necessary to ensure the relevance of its goals, policies, and programs; and to monitor progress in the implementation and effectiveness of the plan.

LU-21. The Town shall adopt and enforce design guidelines for all new development.

LU-22. The Town shall adopt housing size limitations for residential development as part of the Zoning Ordinance for reasons detailed in Open Space and Conservation Policy OSC-6, Quality. Possible methods include, but are not limited to, floor area ratios, coverage, height, bulk, and square footage limits. The Town may also consider adopting provisions under which allowable floor area ratio would decrease as slopes increase.

LU-23. The Town shall encourage the state to develop the Angel Island State Park in a way which protects the natural character and historic resources of the island.

LU-24. The Town shall encourage the County to approve development within the Tiburon sphere of influence which is compatible with adjacent development in Tiburon.

LU-25. If an existing commercially-designated building is destroyed by fire or other act, the building may be rebuilt

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to the same size as the existing building provided that parking standards and design requirements in effect at the time of the new application can be met. (See Policy DT-12 for buildings located in Downtown Tiburon.)

LU-26. The Town may allow home occupations in residential areas.

LU-27. The Town should provide needed new and expanded public facilities including, but not limited to, libraries, Town Hall, Fire Department and Community Meeting Hall by establishing funding mechanisms to fund these facilities. Such mechanisms may include in-lieu fees from new development.

IMPLEMENTING PROGRAMS

LU-a. The Town shall revise its zoning ordinance text to reflect the goals, policies, densities, intensities and the land use designations of this General Plan, as well as state law requirements and applicable Town regulations. The revisions may include FAR's for residential uses.

LU-b. The Town shall revise the Zoning Map to achieve consistency with the General Plan Proposed Land Use Diagram densities and intensities.

LU-c. The Town shall revise its Subdivision Ordinance consistent with the State Subdivision Map Act and Town policies. This includes Quimby Act provisions, and grading, erosion control, and hillside development standards and guidelines.

LU-d. The Town shall adopt a Public Facilities Fee Ordinance in accordance with Govt. Code §66000 et seq. to justify the collection of in-lieu and other fees for public facility purposes.

LU-e. The Town should establish a procedure and schedule for periodically reviewing requests for amendments to the General Plan.

LU-f. The Town should review the plan annually and revise and update the General Plan within five years of its adoption as deemed necessary.

LU-g. The Town shall encourage LAFCo to adopt the Planning Area (Sphere of Influence) boundaries and annexation policies consistent with the adopted General Plan.

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LU-h. The Town shall develop a pre-zoning and annexation schedule for unincorporated properties within the Planning Area.

LU-i. The Town shall revise its application forms, processing procedures, and development review procedures to reflect the goals and policies of this General Plan.

LU-j. The Town shall incorporate into conditions of approval for new projects and remodels, to a reasonable degree, the Marin Municipal Water District recommendations for water conservation contained in the most current MMWD ordinance pertaining to water conservation.

LU-k. The Town shall review and revise Resolution No. 134, adopted December 1966, entitled "Street Policy of the City of Tiburon" as deemed necessary.

LU-l. The Town shall undertake a review of previously adopted Council Resolutions and ordinances relevant to the General Plan to determine their validity and applicability as circumstances have changed over the years.

LU-m. The Town shall develop a multi-year Capital Improvement Program, based on Town-wide needs, which shall be reviewed annually by the Planning Commission for consistency with the General Plan prior to acceptance by the Town Council.

LU-n. The Town shall revise its design review guidelines as necessary to reflect the General Plan goals, policies and programs.

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TABLE 1: PROPOSED RESIDENTIAL DENSITIES FOR REMAINING VACANT LAND (4+ ACRES) IN THE TIBURON PLANNING AREA, AUGUST 1989; Parcels Suitable for Large-Scale Residential Use.

TOWN OF TIBURON INCORPORATED AREAS

<u>Code</u>	<u>Name</u>	<u>Acres</u>	<u>Units*</u>	<u>DU/Acre Density</u>
G-1	Neill Smith	34.0	14	.4
G-2	Tai	5.6	6	1.0
K-1	Cherry	27.6	8	.3
L-1	Harroman	101.0	30	.3
L-2	Otani	8.7	2	.2
L-3	Pinensky	4.6	3	.6
L-4	Jay	15.7	10	.6
N-1	Whole Systems	27.1	8	.3
U-1	Ring Mtn Parcel H	5.3	4	.8
U-2	Parente	10.0	5	.5
U-3	Luce	5.6	3	.5
U-4	Ring Mtn Parcel G	4.8	2	.4
W-1	Taldan	15.6	22	1.41

PARADISE DRIVE UNINCORPORATED AREA

<u>Code</u>	<u>Name</u>	<u>Acres</u>	<u>Units*</u>	<u>Density</u>
C-1	Kilgore (shore)	16.4	8	.5
C-2	Kilgore	23.0	9	.4
C-3	Slater	26.1	10	.4
C-4	Neill Smith	22.0	11	.5
I-1	Bank of California	50.2	5	.1
Z-1	Keil	14.2	3	.2
Z-2	Martha	110.0	44	.4
Z-3	Martha (shore)	15.0	5	.3

STRAWBERRY/EAGLE ROCK/BAY VISTA UNINCORPORATED AREA

<u>Code</u>	<u>Name</u>	<u>Acres</u>	<u>Units*</u>	<u>Density</u>
E-1	Chinai	17.4	4	.2
E-2	Jampolsky	7.0	4	.6
S-1	Strawberry Hill**	48.0	74	--

* Unit totals are approximate depending on precise acreage determinations.

** Includes 120,000 s.f. office, 52 single family residences (SFR), and 22 duplexes for a total of 74 units.

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FLOODING

Areas subject to flooding in the Tiburon Planning Area are shown in Diagram S-1, Non-Geologic Hazards. Policies regarding these areas are discussed in more detail in the Open Space and Conservation Element and the Safety Element.

Existing development areas in the Tiburon Planning Area within flood areas mapped on Flood Insurance Rate Maps (FIRM) published by the Federal Emergency Management Agency (FEMA) include areas in Downtown Tiburon. The flooding in these areas has been mitigated by the construction of lagoons and drainage facilities in and around Point Tiburon.

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DOWNTOWN SUB-ELEMENT

Introduction

Over the past few years there have been many changes in Downtown Tiburon and, although the desired village-like quality has been threatened, it has been maintained. The intent of this Sub-Element is to retain the village-like atmosphere of Downtown and preserve the character of Downtown by encouraging the present pattern and mix of land uses and by promoting resident-serving uses.

The Downtown Plan for Tiburon, adopted on January 15, 1976, has largely been realized. Although questions of circulation still remain (and are discussed in the Circulation Element), the completion of the Downtown Plan is now part of this Land Use Element.

An overall Floor Area Ratio (FAR) of 0.17 was established in the 1975 Downtown Plan for Tiburon for all undeveloped commercial properties in Downtown Tiburon. This Element continues that tradition, while allowing for the re-building of existing structures in certain circumstances.

Illustrative land uses for Downtown Tiburon are shown on Diagram DT-1, Downtown Tiburon Proposed Land Use.

There are two land use designations in the Tiburon Planning Area which occur only in Downtown Tiburon: Village Commercial and Neighborhood Commercial. The Village Commercial land use designation permits tourist-serving land uses and resident-serving land uses. The Neighborhood Commercial land use designation permits primarily resident-serving commercial land uses and strongly discourages tourist-serving land uses. The definitions of "resident-serving" and "tourist-serving" uses shall be specified by the Tiburon Zoning Ordinance, which will adopt a conditional use permit procedure to implement the policies set forth below. Both land use designations permit residential uses as long as such uses are compatible with the surrounding commercial uses.

Goals

- DT-A. To establish design criteria for Downtown so that its village-like character is preserved and enhanced.

TIBURON GENERAL PLAN

- DT-B. To balance Downtown Tiburon's role as a viable retail-oriented part of Tiburon with the objective of promoting resident-serving uses.

Policies

- DT-1. Resident-serving land uses shall be encouraged throughout Downtown Tiburon.
- DT-2. Mixed use, such as commercial/residential, shall be encouraged in the commercial areas of Downtown Tiburon.
- DT-3. The Neighborhood Commercial land use designation shall permit primarily resident-serving commercial uses and ancillary residential uses, and shall strongly discourage tourist-oriented uses.
- DT-4. The Village Commercial land use designation (Main Street/Ark Row) may be comprised of tourist-oriented and resident-oriented uses, as well as ancillary residential uses.
- DT-5. Ark Row shall be limited to low traffic-generating uses; new restaurants, beyond the one which already exists, shall not be permitted.
- DT-6. Pedestrian access to waterfront activity shall be encouraged.
- DT-7. Restaurants which primarily offer fast food with take-out service shall not be permitted in Downtown Tiburon.
- DT-8. The Donahue Building shall remain in its current location and shall be for public use.
- DT-9. The Town of Tiburon should encourage active participation by the Redevelopment Agency to assist in the development of public improvements, including parks and in the undergrounding of utilities in Downtown Tiburon.
- DT-10. The Town of Tiburon shall use an active code enforcement program to identify uses not in concordance with Town of Tiburon codes and regulations and shall prescribe methods for correcting illegal non-conforming uses following the provisions of the Tiburon Zoning Ordinance.

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- DT-11. The Town of Tiburon shall encourage preservation of significant historic buildings in the downtown area.
- DT-12. Downtown buildings destroyed by fire or other act may be rebuilt to the same FAR as the existing building. This policy may also apply to renovation and remodel of existing Downtown buildings and is intended to protect the unique character of Downtown Tiburon.

Applications for minor floor area additions on properties exceeding the maximum floor area ratio limits may be considered on a discretionary, case-by-case basis, without need for a General Plan or Zoning Ordinance floor area ratio amendment, provided that any such addition improves the usability of the facility to the public, and does not result in increased traffic or parking demand, nor result in other adverse effects.

Visual Policies

- DT-13. The Town of Tiburon shall adopt Downtown Tiburon design guidelines to ensure to the maximum extent feasible a consistent construction pattern within the various land use areas and to ensure to the maximum extent possible that views are not unreasonably encroached upon.
- DT-14. The height, shape and bulk of new structures in Downtown Tiburon shall be small in scale in order to enhance the village character. FAR standards are established by the Land Use Element.
- DT-15. New development in Downtown Tiburon shall enhance the existing streetscape by providing architecturally appropriate and harmonious street furniture, landscaping, signage and lighting.
- DT-16. Details of new Downtown Tiburon development such as height of signage, arcades and canopies shall be designed to relate to pedestrian scale.
- DT-17. All exterior lighting in Downtown Tiburon (including signs) shall be designed to be unobtrusive, non-glaring and directed on the site served.

TIBURON GENERAL PLAN

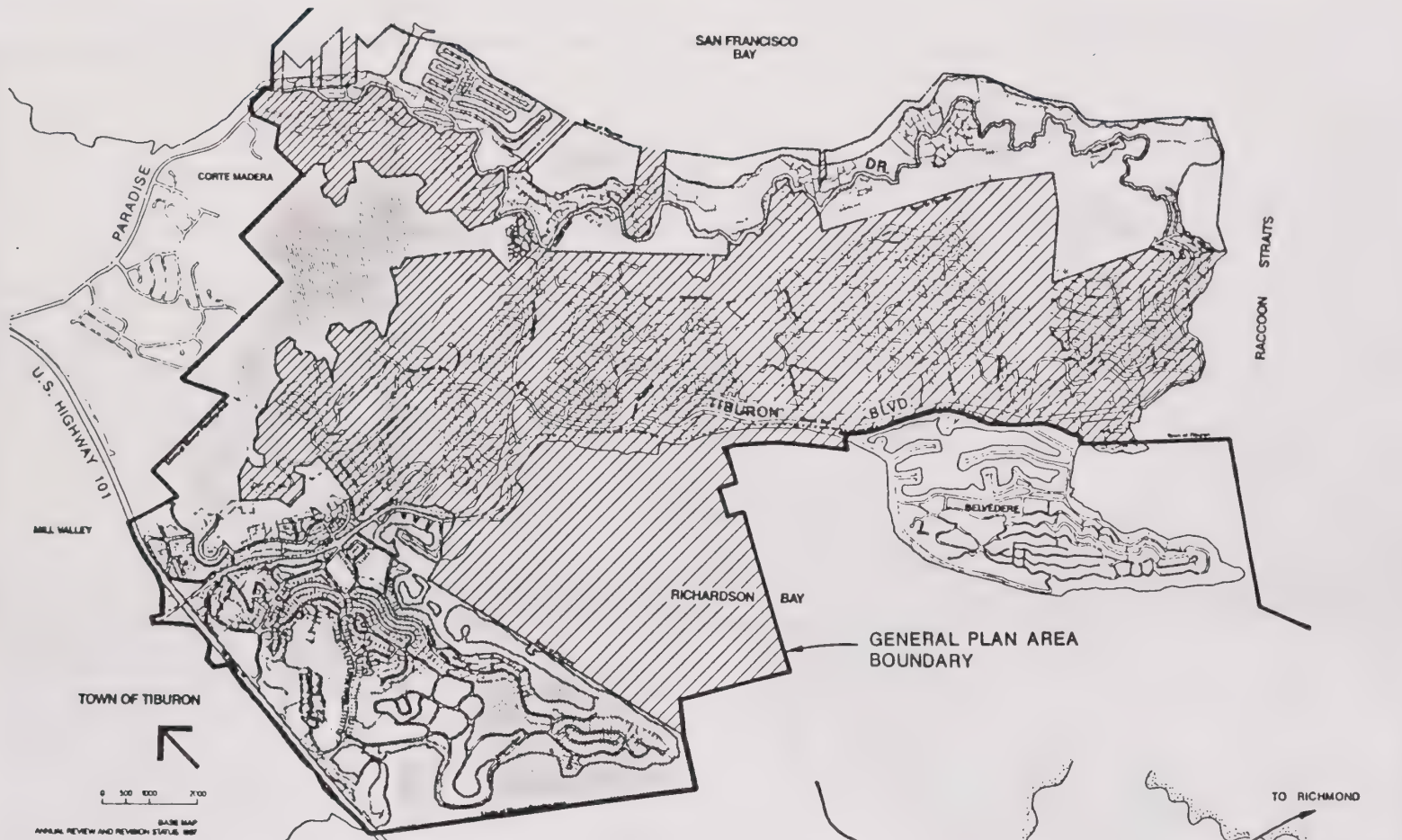
- DT-18. New parking facilities in Downtown Tiburon shall be small in scale and adequately landscaped in order to reduce their visual impact. Structure parking can only be permitted as an integral part of a structure which conforms to the Land Use Element.
- DT-19. All utilities in Downtown Tiburon should be placed underground.

Implementing Programs

- DT-a. The Town shall develop, adopt and enforce design guidelines for the Downtown Area.
- DT-b. The Town shall undertake a Downtown Parking Study which shall formulate recommendations for addressing potential parking problems in the Downtown.
- DT-c. The Town shall develop criteria for requiring undergrounding of utilities, or creation of an assessment district for the same purpose, in Downtown Tiburon.
- DT-d. The Tiburon Zoning Ordinance shall be revised to be consistent with the goals and policies of this Element.
- DT-e. The Town shall consider preparation and adoption of a historic preservation ordinance for the Downtown area.

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APPENDIX A: LAND USE ELEMENT DIAGRAMS



-LEGEND-



INCORPORATED AREA (TOWN LIMITS)



UNINCORPORATED AREA

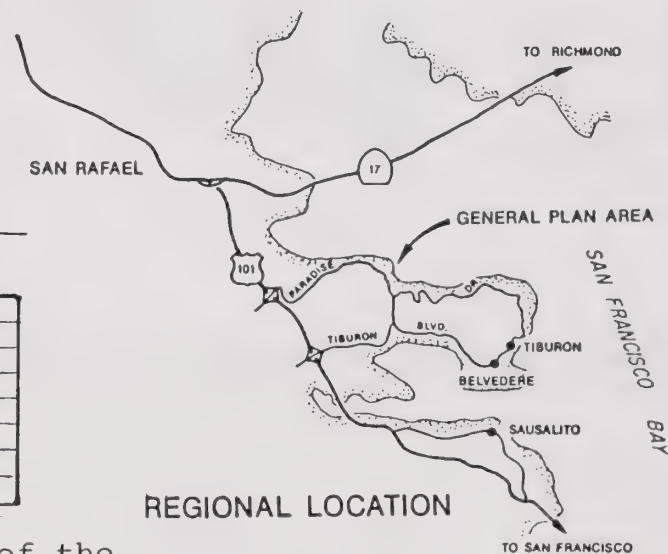
ORIGINAL ADOPTED 9/28/89

Date Revised	Res. #	By

DIAGRAM LU-1

Tiburon Planning Area

(Note: Angel Island State Park is part of the Planning Area but is not shown.)



Date
Revised Res. # By



TIBURON GENERAL PLAN



0 500 1000 2000

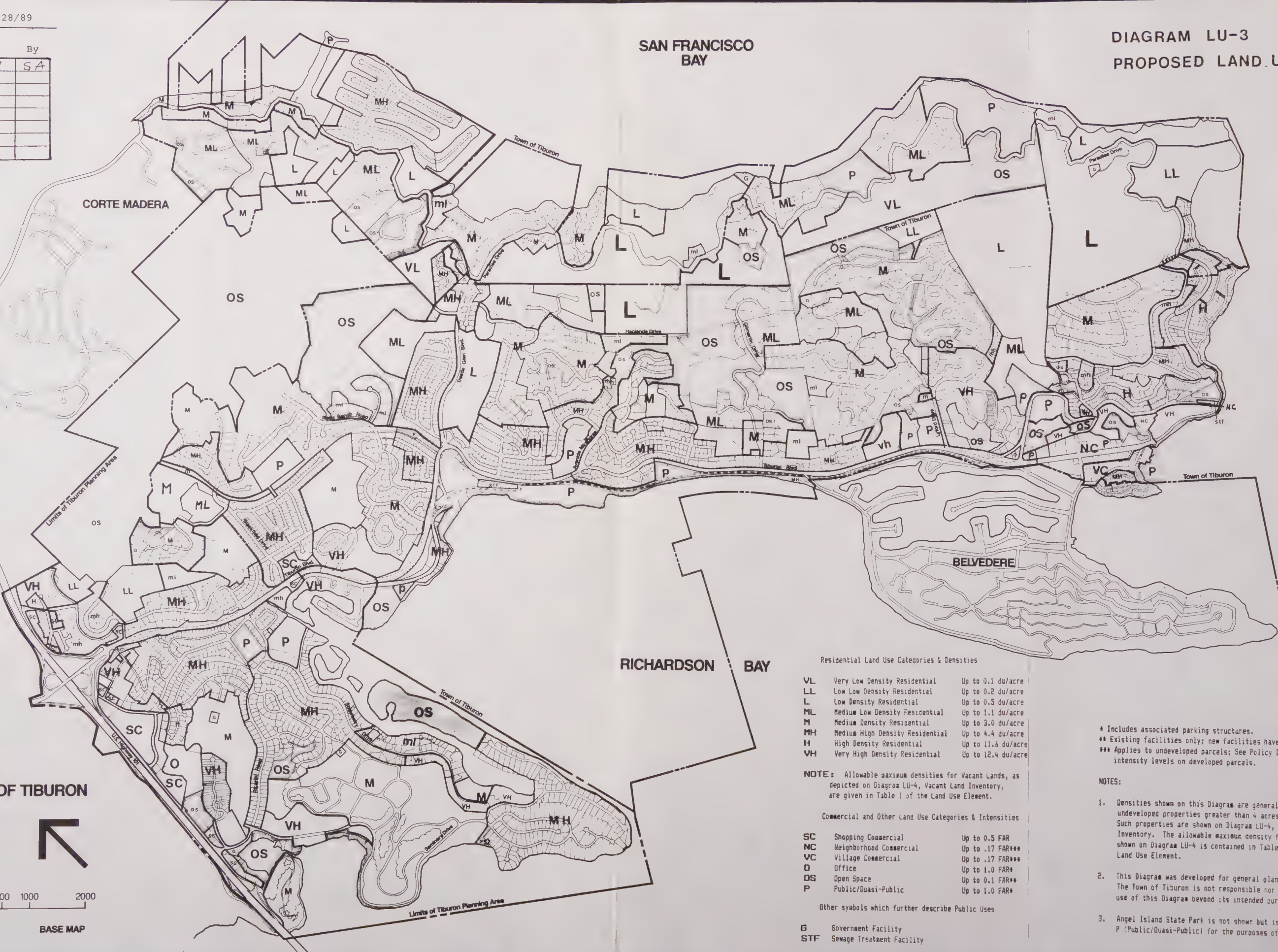
EXISTING LAND USE

Residential	Open Space	Public/Semi-Public
Single Family	Public	Educational
Two-Family	Private	Religious
Multi-Family		Institutional
Commercial		Government
	Vacant	Utility
		Sewage Treatment Facility

DIAGRAM LU-2

Date	Revised	Res. #	By
1/16/91	2757	SA	

DIAGRAM LU-3
PROPOSED LAND USE



Residential Land Use Categories & Densities		
VL	Very Low Density Residential	Up to 0.1 du/acre
LL	Low Low Density Residential	Up to 0.2 du/acre
L	Low Density Residential	Up to 0.5 du/acre
ML	Medium Low Density Residential	Up to 1.1 du/acre
M	Medium Density Residential	Up to 3.0 du/acre
MH	Medium High Density Residential	Up to 4.4 du/acre
H	High Density Residential	Up to 11.6 du/acre
VH	Very High Density Residential	Up to 12.4 du/acre

NOTE: Allowable maximum densities for Vacant Lands, as depicted on Diagram LU-4, Vacant Land Inventory, are given in Table 1 of the Land Use Element.

Commercial and Other Land Use Categories & Intensities		
SC	Shopping Commercial	Up to 0.5 FAR
NC	Neighborhood Commercial	Up to .17 FAR***
VC	Village Commercial	Up to .17 FAR***
O	Office	Up to 1.0 FAR*
OS	Open Space	Up to 0.1 FAR**
P	Public/Quasi-Public	Up to 1.0 FAR*

Other symbols which further describe Public Uses

G	Government Facility
STF	Sanitary Treatment Facility

- * Includes associated parking structures.
- ** Existing facilities only; new facilities have 0 FAR.
- *** Applies to undeveloped parcels; See Policy UT-12 for intensity levels on developed parcels.

- NOTES:
- Densities shown on this Diagram are generalized for undeveloped properties greater than 4 acres in area. Such properties are shown on Diagram LU-4, Vacant Land Inventory. The allowable maximum density for properties shown on Diagram LU-4 is contained in Table 1 of the Land Use Element.
 - This Diagram was developed for general planning usage. The Town of Tiburon is not responsible nor liable for use of this Diagram beyond its intended purpose.
 - Angel Island State Park is not shown but is designated P (Public/Quasi-Public) for the purposes of this plan.

Date
Revised Res. # By



DIAGRAM LU-4

VACANT LAND INVENTORY

TOWN OF TIBURON INCORPORATED AREAS

Code	Name	Acres
G-1	Neill Smith	34.0
G-2	Tai	5.6
K-1	Cherry	27.6
L-1	Harroman	101.0
L-2	Otani	8.7
L-3	Pinensky	4.6
L-4	Jay	15.7
N-1	Whole Systems	27.1
U-1	Ring Mtn Parcel H	5.3
U-2	Parente	10.0
U-3	Luce	5.6
U-4	Ring Mtn Parcel G	4.8
W-1	Taldan	15.6

PARADISE DRIVE UNINCORPORATED AREA

Code	Name	Acres
C-1	Kilgore (shore)	16.4
C-2	Kilgore	23.0
C-3	Slater	26.1
C-4	Neill Smith	22.0
I-1	Bank of California	50.2
Z-1	Keil	14.2
Z-2	Martha	110.0
Z-3	Martha (shore)	15.0

STRAWBERRY/EAGLE ROCK/BAY VISTA UNINCORPORATED AREA

Code	Name	Acres
E-1	Chinai	17.4
E-2	Jampolsky	7.0
S-1	Strawberry Hill	48.0

Refer to Table 1 of Land Use Element for further information.

ORIGINAL ADOPTED 9/28/89

Date	Res. #	By
Revised		

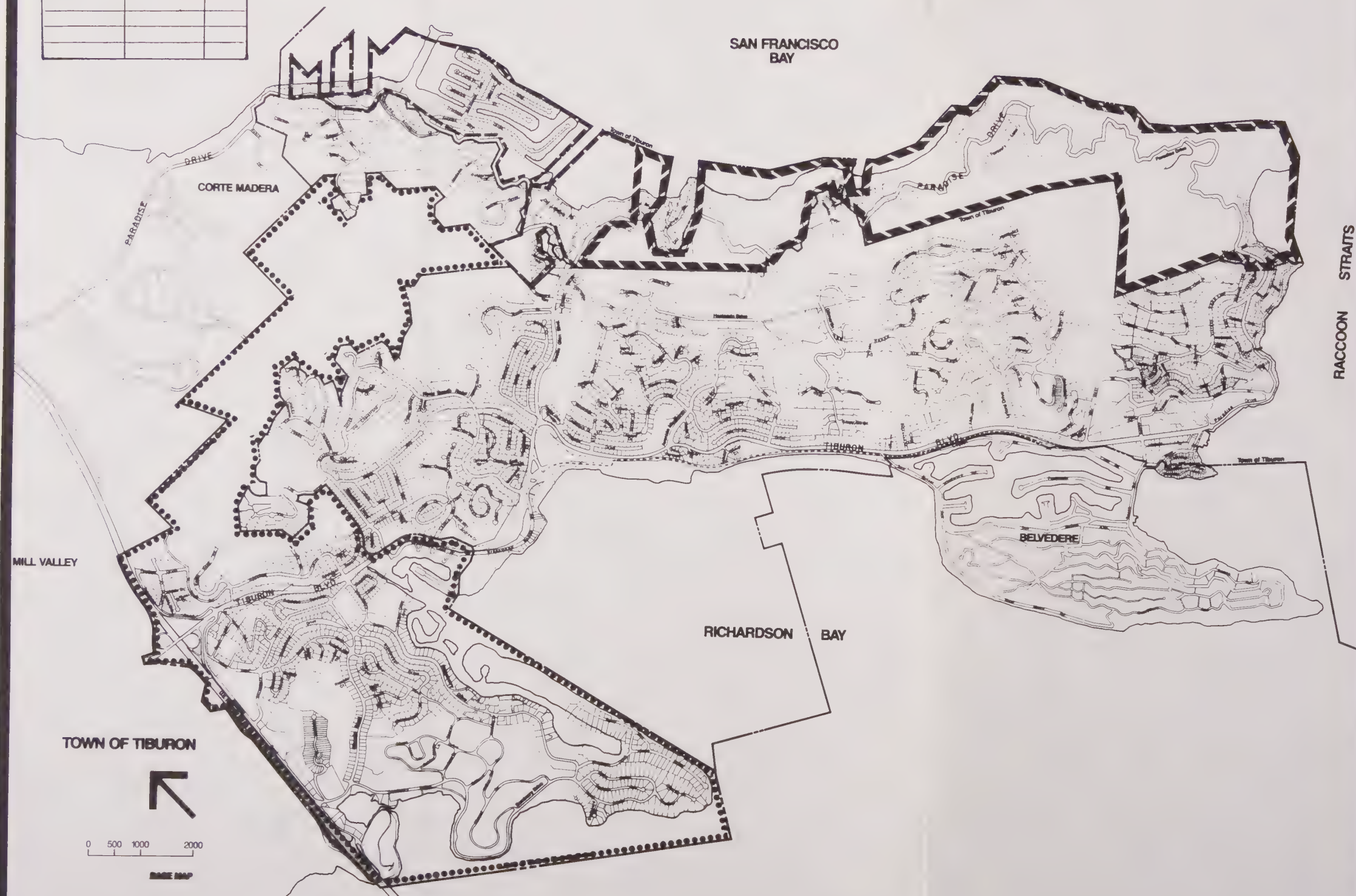


DIAGRAM LU-5

ANNEXATION AREAS

LEGEND

———— PARADISE DRIVE SOUTH
SUB-AREA (TOTAL ANNEX-
ATION ANTICIPATED
PRIOR TO 1995)

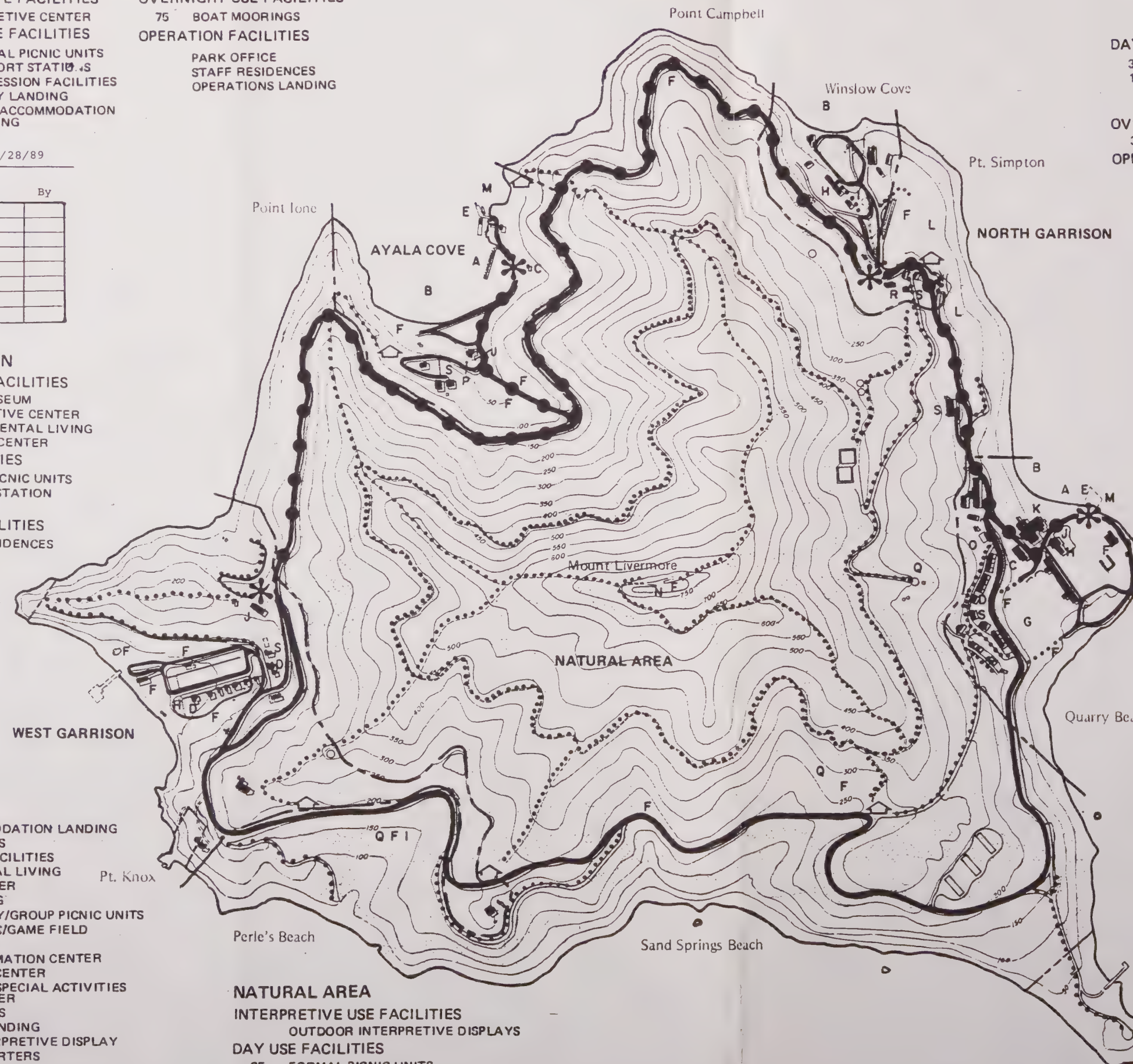
----- PARADISE CAY & VICINITY
SUB-AREA (TOTAL ANNEX-
ATION ANTICIPATED AFTER
1995)

..... STRAWBERRY/RING MOUNTAIN
SUB-AREA (TOTAL ANNEX-
ATION ANTICIPATED AFTER
1995)

NOTE: REFER TO LAND USE
ELEMENT ANNEXATION
POLICIES FOR MORE DETAILS

DIAGRAM LU-6

25 PRIMITIVE CAMP UNITS



APPROVED	<i>Russell Cavill</i>	DATE	<i>11/9/78</i>
RESOURCES AGENCY OF CALIFORNIA DEPARTMENT OF PARKS AND RECREATION			
		REVISIONS	DATE
		DRAWN	
		CHECKED	
		DESIGNED	

ANGEL ISLAND STATE PARK GENERAL DEVELOPMENT PLAN

DRAWING NO.

6681

SHEET No. _____

1

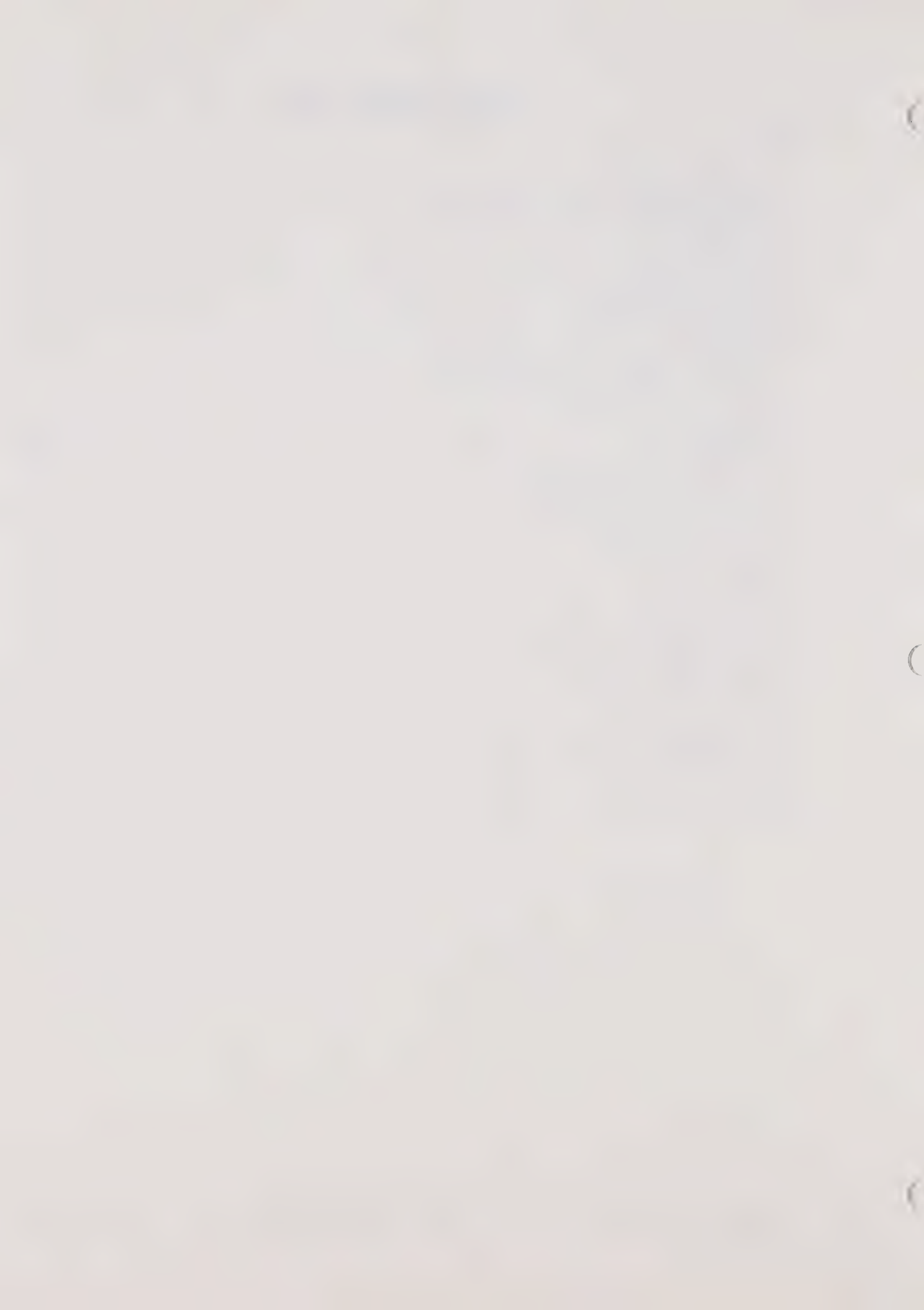
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OPEN SPACE & CONSERVATION ELEMENT

TIBURON GENERAL PLAN

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OPEN SPACE AND CONSERVATION ELEMENT

INTRODUCTION AND INTENT

This Element combines two Elements which are mandated by the California Government Code: The Open Space Element, required by Government Code Sections 65302 (d) and 65560 et seq. and the Conservation Element, required by Government Code Section 65302 (e). The Town of Tiburon has decided to combine both Elements because the requirements for both are similar and, in some cases, overlap.

The primary intent of the Open Space and Conservation Element is to provide a working document for assembling and maintaining a permanent open space system on the Tiburon peninsula. Factors that influence the formation of the Tiburon open space system and the specific recommendations contained in this element include the desire to encourage protection of the area's unique open space resources and natural beauty and, at the same time, discourage development over water or on lands poorly suited to development due to unmitigable topographic, soil and drainage problems.

At times, these factors may be at counter-purposes. For example, the flattest terrain often occurs adjacent to a ridgeline. This element provides a framework to assist decisionmakers to appropriately balance the competing open space and development interests as the Tiburon peninsula open space system is completed.

OPEN SPACE AND CONSERVATION AREAS DEFINED

Open space land is any area of land or water which is essentially unimproved and which is designated on a local, regional or state open space plan as any of the following:

- a. Open space for the preservation of natural resources, such as for the preservation of plant and animal life, streams, bays and estuaries, coastal beaches, streams and watershed lands;
- b. Open space for the managed production of resources, such as bays and marshes, important for the management of commercial fisheries;
- c. Open space for outdoor recreation, including areas of outstanding scenic, cultural or historic value, areas suited to park and recreation use, and areas

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which serve as links between major recreation and open space areas, including utility easements, streams, trails and roadways;

- d. Open space for public health and safety, including areas which require special management or regulation because of hazardous or special conditions such as earthquake fault zones, unstable soil areas, flood plains, watershed and high fire risk areas.

Open space lands include conservation areas, as well as areas subject to the safety element of this general plan (e.g., areas of geologic instability, flooding, etc.). California Government Code Section 65302 (d) requires Conservation Elements to discuss "water and its hydraulic force, forests, soils, rivers and other waters, harbors, fisheries, wildlife, minerals, and other natural resources."

Conservation areas in this Element are those geographical areas that are considered by the Town of Tiburon as worthy of preservation and protection and which have already been recognized by the Town of Tiburon or the State of California as areas where resources are to be conserved. All conservation areas are intended to have definitive boundaries (e.g., resource management areas) and are not intended to be portions of larger parcels with development potential. Some of these areas may already be in open space easements or private or public reserves, but they should remain in their existing (as of 1989) open condition. The Mt. Tamalpais Game Refuge has vacant private property within it which can be developed or constructed upon, as long as the purpose of the refuge (protecting animal life) is not compromised.

Conservation areas are shown on Diagram OSC-1, Conservation Areas. Diagram OSC-2, Open Space Areas, indicates existing, permanently protected open space areas. Diagram OSC-3, Potential Open Space, indicates all undeveloped areas which are potential open space.

GOALS

- | | |
|-------|---|
| OSC-A | To preserve the character of the Tiburon peninsula through control of the type and location of development. |
| OSC-B | To provide a flexible guide for landowners to submit proposals for development which will |

TIBURON GENERAL PLAN

preserve as much open space as possible and result in protection or enhancement to the maximum extent feasible of shorelines, open water, wetlands, significant ridgelines, riparian corridors, steep slopes, rock outcroppings, rare and endangered plant and animal habitat areas, other significant vegetation, and areas of visual importance.

- OSC-C To protect all lands and other areas in the public trust as conservation areas to the maximum extent feasible. Conservation areas include water areas, wildlife refuges and land management preserves (both privately and publicly owned), public parks and recreation, landmarks either recognized by the U.S. Department of the Interior, State Office of Historic Preservation or the Tiburon/Belvedere Landmarks Society and harbors and fisheries.
- OSC-D To discourage to the maximum extent feasible development of areas subject to hazards including, but not limited to, geotechnical problems, unstable slopes and flood-prone areas.

POLICIES

- OSC-1 Open Space. The Town has long been favored with large amounts of undeveloped land and open water providing a sense of open space. This character should be protected to the maximum extent feasible.
- OSC-2 Growth. While accommodation of growth is an accepted reality, it should be so directed as to preserve and enhance views, ridgelines, significant vegetation, habitats and environmentally sensitive areas to the maximum extent feasible. New development shall be in harmony with adjacent neighborhoods and surrounding open space areas.
- OSC-3 Outward Views. Property owners cherish their views. New structures and associated landscaping should be so situated or kept low to avoid interference with existing outlooks.
- OSC-4 View Corridors. Principal inboard and outboard vistas should be defined and development should be located to protect such vistas to the maximum extent feasible.

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- OSC-5 Ridgelines. Undeveloped ridgelines have overriding visual significance to the Town. To the maximum extent feasible, all new development shall be located well below the ridgelines. In addition, the following ridgeline guidelines shall be applied to the Tiburon Ridge.
- Development should be set back 150 horizontal feet to either side of the Tiburon Ridge.
 - To the maximum extent feasible, development should not break the Tiburon Ridge as viewed from the opposite side (from the line of sight to the highest elevation).
 - No development shall be allowed within 50 vertical feet of the major ridgeline, measured from the highest point of the roofline of a structure.

If this policy prevents all reasonable use of the property, encroachment into the setbacks may be allowed provided that structures are limited to a maximum of one story of 15 feet in height.

- OSC-6 Quality. The Town should encourage well-designed projects that enhance its image through the development and design review processes. Monotony in design, and massive structures and site coverage that overwhelm the surrounding area, shall be avoided.
- OSC-7 Slope Policy. The Town shall discourage development on slopes exceeding 40% wherever possible. To the extent feasible, slopes created by grading shall not exceed 30%. Final contours and slopes shall reflect existing land forms.
- OSC-8 Preservation. The Town shall seek to preserve exceptional structures, sites, open spaces and sensitive environmental resources through setbacks, dedication, purchase or easement. The Town shall encourage acceptance of lands to be permanently protected in open space in fee title or scenic easement by deed restriction approved by the Town Attorney, or by other methods found acceptable by the Town.

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- OSC-9 Private Open Space. In all projects, the Town should encourage the provision of private open space where public open space would result in public spaces which are not readily accessible or for other reasons are not readily useable by the public.
- OSC-10 Archaeological Resources. The Town shall take the appropriate steps to protect archaeological and paleontological resources.
- OSC-11 Grading and Tree Removal. The Town shall encourage location of structures in a manner which minimizes tree removal and grading. Specifically, grading shall be kept to a minimum and every effort made to retain the natural features of the land including ridges, rolling land forms, knolls, vegetation, trees, rock outcroppings and water courses. Where grading is required to stabilize areas of geologic instability, the graded area shall be returned to a natural land form. Excessive grading to stabilize soil is not in the best interest of the Town and is inconsistent with the Town's desire to retain natural land forms. Therefore, excessive grading is to be avoided to the maximum extent feasible.
- OSC-12 Riparian Corridors. The Town shall require open space buffers along riparian corridors to minimize disturbance of natural vegetation and maintain aesthetic, scenic and environmental attributes of the corridor. Where modification of corridors is required for flood control or crossings, such modification shall be done in a manner that enhances, replaces or retains vegetation forming ground cover and shade.
- OSC-13 Secured Open Space. Publically- or privately-owned open space which has been devoted to open space use shall be protected and made permanent open space. It shall be guaranteed that publically-owned open space parcels will not be traded or sold.
- OSC-14 Greenbelts. To the maximum extent feasible, greenbelts shall be provided in areas between developments and/or linking open space areas.

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OSC-15 Site Coverage. To the maximum extent feasible, a goal of 50% of large undeveloped parcels should be considered for retention in permanent open space outside of any parcel or lot which has development potential. Such open space shall be contiguous and link up with adjacent open space whenever practicable. Where a more desirable site plan would result, consideration may be given to larger individual lots. In the latter case, to the maximum extent feasible, 50% of the large undeveloped parcel should be retained in open space and the portions of open space within a parcel or lot with development potential should be restricted from development by open space easement or other appropriate means. This policy shall not require or preclude clustering and protection of open space views shall be accomplished through appropriate building and site coverage restrictions.

IMPLEMENTING PROGRAMS

The following implementing programs comprise a strategy for identifying and retaining prime open space. The guidelines and criteria for securing and protecting prime open space that result from the programs described below shall be incorporated into the Town's development approval process through the following means: 1) added information requested of project proponents on application forms (see Open Space Appendix); 2) insertion of new development criteria into zoning, subdivision and other ordinances; and 3) refinements to the Town's open space maps identifying areas of prime open space for maximum protection efforts. See programs LU-a through LU-c in the land use element.

To the extent that programs calling for adoption of development criteria are not yet completed, project proponents shall be required, as part of the development review process, to provide all necessary information which demonstrates compliance with this element.

OSC-a Development Review. Proponents of projects on four or more acres shall be required to submit proposals which demonstrate compliance with the general plan and applicable regulations, ordinances and guidelines to be processed as planned developments. The Town shall review its master plan and precise plan application forms, processing procedures and development review procedures and revise them as necessary to

TIBURON GENERAL PLAN

facilitate processing of such development proposals and ensure their consistency with the general plan and applicable regulations, ordinances and guidelines.

- OSC-b The Town shall develop and adopt guidelines defining vistas and view corridors of significance. The Town shall also develop and adopt guidelines defining secondary ridgelines of significance.
- OSC-c The Town shall establish specific design guidelines for all buildings. Such guidelines for projects shall respond to the applicable criteria set forth in the general plan, zoning and subdivision regulations.
- OSC-d The Town shall develop and adopt a Town hillside development ordinance to preserve identified ridgelines, hilltops, steep slopes, significant views and other topographic features in their natural states. To the extent feasible, the ordinance should prohibit development on slopes in excess of 40% and provide other regulations (e.g., maximum site coverage and building floor area ratios) to ensure protection of hillside areas.
- OSC-e The Town shall develop and adopt building height limits and building size limitations in the zoning ordinance for areas within vista and view corridor areas.
- OSC-f The Town shall establish a review program for applications referred from the County, for development in the Planning Area outside of the Town boundaries, in order to minimize the visual impact of development on surrounding hills visible from Tiburon.
- OSC-g The Town shall appoint an Open Space committee to prepare an open space and preservation program for the Town's consideration and adoption. The plan should identify existing secured open spaces and sensitive environmental resources. The program shall establish criteria to be used in determining prime open space areas which merit protection through dedication or acquisition because of their

TIBURON GENERAL PLAN

unique open space attributes, sensitive resources and/or other values. Sensitive environmental resources shall include the shoreline, wetlands and sensitive vegetation or habitat areas.

- OSC-h The Town shall investigate and pursue funding mechanisms in addition to the Tiburon Open Space Acquisition Fund for purchase of prime open space areas identified in the Open Space and Preservation Program.
- OSC-i The Town shall work cooperatively with ABAG and neighboring jurisdictions to study the feasibility and acceptability of a Bay trail.
- OSC-j The Town shall prepare and adopt a parks and recreation element to the general plan.
- OSC-k Zoning shall be enacted which defines and identifies significant secondary ridgelines worthy of protection.

EVALUATION OF PRIME OPEN SPACE

Prime open space is that open space which because of its characteristics and attributes is worthy of permanent protection to the extent such protection is feasible. Open space lands will be converted to permanent open space when through dedication, acquisition for open space or other legal means the development potential of the parcel is relinquished. It is hoped that some of the existing open space may, where legally permissible, be converted to permanent open space in connection with subsequent applications for development by the landowner of the particular lands in question.

Landowners are encouraged to design their projects to maximize protection of the open space areas with the characteristics and attributes described herein to the maximum extent feasible. The Tiburon Town Council and Planning Commission shall ultimately determine the appropriate development entitlements and the legally permissible form and amount of open space dedication at such time as development entitlements are decided in accordance with this element and other elements of the Tiburon General Plan.

Evaluation of prime open space through the development review process shall include, but shall not be limited to,

TIBURON GENERAL PLAN

the following characteristics and attributes described herein to the maximum extent feasible:

- Water and shoreline areas.
- Presence of wetlands.
- Greenbelt potential (areas located between development and/or providing linkage between open space areas).
- Presence of riparian corridors and drainageways.
- Presence of flood-prone areas.
- Presence of significant secondary ridgelines.
- Presence of significant vegetation and rare or endangered species.
- Presence of geologic hazards, including steep slopes and debris flows.
- Degree of visibility from designated roadways and other key viewing areas.
- Other areas of high visibility and significant views.

These specific attributes and characteristics are discussed and defined in detail below.

Water and Shoreline Areas

Water offers transportation and economic benefits. The Tiburon Ferry may be a quicker means of transportation to the Financial District of San Francisco than the automobile or other forms of transit. Harbor areas (marinas) as well as some (not all) waterside developments, depend upon water for boating.

The most important parts of the water system are San Francisco Bay and Richardson Bay. Both of these areas are under the jurisdiction of the Bay Conservation and Development Commission (BCDC). Because the bays are navigable, all waterways and harbors are established through permits by the U.S. Army Corps of Engineers. Harbors are specifically identified in the "Specialized Land and Water Areas" section of this Element. Several boating and law enforcement regulations are enforced by the U.S. Coast Guard.

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Two wildlife refuges, designated by the State of California, are located in Richardson Bay between the Tiburon Peninsula and the Strawberry Peninsula. These areas, the Audubon Wildlife Refuge and the Mount Tamalpais Game Refuge, limit the use of the water and the taking of animals regardless of season. These are considered conservation areas. Portions of these two refuges are on land. The Audubon Wildlife Refuge includes the Richardson Bay Audubon Center and Sanctuary, which is also a conservation area. These shoreline areas are important because of their biological relationship to the estuarian ecosystem.

The Marin County-wide Plan Environmental Quality Element ("Marin Plan") classifies these water and shoreline areas as the Bayfront Conservation Zone, which is composed of three subzones, as follows:

1. The Tidelands Subzone which includes all areas subject to tidal action and all open waters. It also includes all the contiguous and adjacent land up to the line of highest tidal action; or the landward dike which circumscribes tidal inflow; or the nearest greater-than-50% developed urban area; or publicly maintained road: whichever of these bounds the largest area of tidal marsh and channels. This subzone further includes a 100-foot band landward on undeveloped land, within which a flexible buffer can be delineated on a case-by-case basis.
2. The Diked Bay Marshlands and Agricultural Subzone, which includes all historic bay marshlands (as determined by Nichols and Wright, 1971). These areas have been diked off from tidal action and, in some cases, partially filled. Like the Tidelands Subzone, this subzone includes a 100-foot buffer landward on undeveloped lands, within which a flexible buffer can be delineated on a case-by-case basis.
3. The Shoreline Subzone, which includes a few shoreline areas where main public thoroughfares such as Highway 101 and Paradise Drive follow the coastline and promote visual access to the bay. This subzone extends from the bayside of the roadway to the Tidelands Subzone. The purpose of this subzone is to define a viewshed and promote conservation of coastal habitats such as bluff vegetation and nesting/resting areas.

Policies contained in the Marin Plan call for environmental assessment of existing conditions in these areas prior to preparation of master plans and development plans. In

TIBURON GENERAL PLAN

addition, the natural characteristics of these areas are to be fostered in the development review process. Other land use regulations are called for consistent with federal, state and regional policies which call for water-dependent uses in areas of tidal action.

Wetlands

Wetlands are lands transitional between terrestrial and aquatic systems where the water table is near the surface or the land is covered periodically by shallow water. The U.S. Fish and Wildlife Service further defines wetlands as follows:

Wetlands are lands where saturation with water is the dominant factor determining the nature of soil development and the types of plants and animal communities living in the soil on its surface.

Wetlands are important for habitat, sediment, erosion and pollution control, flood storage, water recharge, recreation and scientific research and education.

The Tiburon Planning Area contains several fresh water wetlands, including the Railroad Marsh between Judge Field and Point Tiburon. The Railroad Marsh was restored in 1986. Since that restoration, several species of uncommon waterfowl have been observed there.

Riparian Corridors and Drainageways

Riparian corridors are irreplaceable and should be protected because of their values for erosion control, water quality, aesthetics and recreation, among other reasons. In contrast, natural non-riparian drainageways, while important for erosion control and aesthetics, may be replaced. Riparian corridors subject to protection policies include all perennial and intermittent streams which are defined as natural watercourses shown as solid or dashed blue lines on the most recent USGS quad sheet. An ephemeral watercourse, which carries only surface runoff and flows during and immediately after periods of precipitation, should be subject to protection policies if it supports riparian vegetation for a length of 100 contiguous feet or more. In approving development, open space buffer areas should be provided between new development and riparian corridors to ensure protection of the corridor resource values.

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Significant Ridgelines

The significant ridgelines in the Tiburon Planning Area include, but are not limited to, the Alto/Ring Mountain Ridge and the Tiburon Ridge. In addition to providing beautiful backdrops to the community, these ridge and upland areas also provide neighborhood separators and links between existing and future open space systems.

The Tiburon Peninsula is formed by ridgelines, characteristic of ridges typical throughout the Bay Area. Undeveloped ridgelines are among the Town's dominant open space features. The Tiburon Ridgeline, the Town's major ridgeline, ranges from broad, relatively level meadows with an average elevation of about 400 feet above sea level, to the distinct peak of Mount Tiburon at 748 feet elevation. Other significant secondary ridgelines extend from the Tiburon Ridge. These secondary ridgelines provide important neighborhood separators and links between existing and future open space areas.

A ridgeline is a ground line located at the highest elevation of a connected series of major and minor hills and mountains. The open space diagram, Diagram OSC-3, depicts the approximate location of the Tiburon Ridgeline. Significant secondary ridgelines either shall be identified during the development review process or in the development of a revised zoning ordinance so that to the extent feasible, development may be situated well below these ridgelines in order to protect the existing visual integrity of the Town.

To the extent feasible, a continuous trail linking the Tiburon Peninsula open space system should be provided along the Tiburon Ridgeline.

Areas Containing Significant Vegetation

The Tiburon Planning Area is rich in land-based resources, some of which are conservation areas and others of which are potential open space. Approximately 90% of the Tiburon Planning Area which is still undeveloped and unconstructed is grassland. Heavily wooded areas exist on the northeast-facing slopes, but significant stands of trees can be found throughout the area. Many species abound and only certain species of vegetation are native to the Tiburon Planning Area. Of particular interest are the following rare, endangered or threatened species:

- Serpentine bunchgrass (*Calamagrostis ophitidis*)

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- Tiburon Mariposa Lily (*Calochortus uniflorus*)
- Tiburon Paintbrush (*Castilleja neglecta*)
- Marin Dwarf Flax (*Hesperolinon congestum*)
- (*Hemizonia multicaulis*, subspecies *vernalis*)
- Lip Fern (*Cheilanthes carlotta-hallii*)
- Wild Buckwheat (*Eriogonum caninum*)

However, exotic (non-native) species far outnumber natives, making up the ornamentals in most landscaping and represented by the numerous Giant Eucalyptus and Monterey pine trees found throughout the Tiburon Planning Area. These latter two species have presented problems of view blockage for many residents and are no longer allowed to be planted in the Town of Tiburon without a permit. For purposes of open space evaluation, some existing tree stands and rare or endangered species should be considered valuable and preserved to the maximum extent possible.

Views

Among the most important land-based qualities of open space is visibility. While views from or across water give the Tiburon Planning Area a regional open space value, the views from the roadways and other vista points within the Tiburon Planning Area are of interest in the Open Space and Conservation Element. These are the inboard views and outboard views which residents and visitors alike enjoy that are evaluated for open space potential.

Open space views from key roadways, including Tiburon Boulevard, Trestle Glen Boulevard, Seminary Drive and Paradise Drive, should be maintained to the extent feasible through the development review process as well as the adoption of specific criteria for locating new development through the review process. Development should be encouraged in areas where it least interferes with inboard and outboard views, rock outcroppings and stands of natural vegetation to the maximum extent feasible.

Steep Slopes

Most of the remaining open space land is over 25% in slope, and much of it is over 50%. Significant exceptions are the flat areas at the tops of ridges. Some existing residential

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areas exceed 25% in slope. Unstable soil and steepness tend to occur together. While there are both aesthetic and safety reasons for avoiding the development of steep slopes, development of these areas at low densities may be feasible with proper mitigation.

Two assessments of relative slope stability that include the general planning area are available (Rice and Smith, 1976, and Nielsen et al., 1979). Both studies reveal the widespread presence of unstable or potentially unstable slopes throughout the Tiburon Planning Area. Failure of these slopes may result from saturation during periods of intense rainfall or various sources of moisture, ground shaking during a major earthquake, or construction practices, such as undercutting the toe of a slope, heavily loading the slope, or impeding proper drainage. More often than not, slope failure is caused by a combination of these factors. (See further discussion of slopes and mitigation measures required in the Safety Element.)

Since there is a direct relationship between very steep slopes and instability, the Town should avoid development on slopes exceeding 40% wherever possible. In addition, slopes created by grading of the site should not exceed 30%.

Flood-Prone Areas

Flooding usually occurs in the Tiburon Planning Area as a result of high tides combined with peak rainfall. There are two areas identified on the Flood Insurance Rating Map (FIRM) published by the Federal Emergency Mobilization Agency (FEMA). These are Zone A, where floods are predicted to occur once every 100 years, and Zone B, where floods are predicted to occur every 100 to 500 years.

In some cases, these areas have already been committed to development. When land is "developed," but not yet constructed upon, there are corrective measures that could be taken to permit construction. For example, structures can be raised above flood levels with the use of piers or pillars which permit flood water to pass under the structure. Land within Flood Zones A and B without corrective measures are best left as open space areas, to the maximum extent feasible, depending on their respective open space values.

It is the policy of the Town of Tiburon to identify all landowners within the 500-year flood zones and 100-year flood zones as identified by FEMA. The Town of Tiburon wishes to avoid any potential property damage or personal

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loss due to the potential of flooding hazard.

Greenbelt Areas

Greenbelt areas are open space areas which are needed to link other existing or proposed open space areas. Such "greenbelts" should be protected to the greatest extent feasible.

PROCESS OF DETERMINING PRIME OPEN SPACE

The diagrams contained within this Element are general by definition and more precise delineation will be made from the Zoning Ordinance, Subdivision Ordinance, programs contained herein, and from developers as they submit proposed projects to the Town. The following procedures are to be used for a more precise delineation of prime open space:

- Any property owners or their representatives may develop property with the goal of guiding development away from prime open space to the maximum extent feasible. The Town may require preservation of prime open space to the extent legally permissible in connection with development entitlement decisions.
- Any property owners or their representatives wanting to develop some areas of their parcels with prime open space may be permitted to do so through the zoning and subdivision process. Where applicants want to develop areas with the prime open space attributes and characteristics described herein or shown on the proposed open space map, the applicant shall demonstrate through the development review process that their proposal protects prime open space areas to the maximum extent feasible and appropriately balances competing open space values.

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APPENDIX A: ADDITIONAL CONTENTS OF APPLICATION FOR PROJECT APPROVAL.

Completed applications for development entitlements including, but not limited to, general plan amendments, zone changes, master plans, and subdivisions may be required to include all of the items listed below in addition to the items enumerated on the Town's application form. It is intended that the following items be added to application forms, as appropriate, following adoption of the general plan.

1. Project Location
2. Assessor's parcel number(s)
3. Description of the proposed project including any and all secondary improvements such as sewage system, water facilities, roads, and other utility extensions or expansions.
 - a. If residential, state:
 - i. number of units
 - ii. number of bedrooms per unit
 - iii. type of ownership proposed (rental, condominium, other)
 - iv. size of proposed lots
 - v. size of proposed units
 - vi. height(s) of all proposed structures, including fences and walls.
 - vii. proposed site coverage by units; coverage by other impermeable surfaces and/or structures
 - b. If other, state:
 - i. total proposed building square footage
 - ii. total site coverage by buildings or by other impermeable surfaces
 - iii. height of building(s)
4. General Description of the Property
 - a. Total acreage
 - b. Present use of the property (if structures are to be removed or demolished, please describe)

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5. Slope Information

- a. Provide a slope map which delineates the property by the following slope zones: over 40%, over 30%, over 20% below 20%.
- b. Total acreage over 40% slope
- c. Total acreage over 30% slope
- d. Total acreage over 20% slope

6. Ridgeline Information

- a. Provide a map which depicts ridgelines on the property (e.g., the ground line located at the highest elevation of a connected series of major and minor hills and ridges).
- b. Indicate any portions of the property where the highest point of a structure would fall within 50 vertical feet from a ridgeline.

7. Grading Proposal

If any grading is proposed, please provide the following information:

- a. Amount of fill _____ cu. yds.
- b. Amount of cut _____ cu. yds.
- c. Maximum height of fill slope _____ feet
- d. Maximum height of cut slope _____ feet
- e. Amount of import/export _____ cu. yds.
- f. Location of borrow or disposal site _____
- g. Description of how the grading plan is consistent with retention of the natural terrain and does not create new slopes in excess of 30%.

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8. Does the development involve diking, filling, dredging or placing structures in open waters, wetlands, riparian corridors? If yes, please describe the nature of the proposal in this regard and note whether an Army Corps of Engineers permit has been or will be applied for?
9. Other site characteristics: Please describe and show on a map the location and extent of any of the following characteristics of the site or immediately adjacent areas:
 - a. flood plain(s) or areas where flooding occurs
 - b. rare or endangered plant species (survey may be required)
 - c. rare or endangered animal habitat areas (survey may be required)
 - d. riparian corridor or stream
 - e. archaeological or paleontological resource area (survey may be required)
 - f. rock outcropping(s)
 - g. public or private park or recreation area
 - h. existing stands of trees
 - i. other noteworthy or unusual site characteristics
10. Scenic Resources
 - a. Is the site or a portion of the site visible from
 - i. U.S. 101
 - ii. Paradise Drive
 - iii. Tiburon Boulevard
 - iv. Other significant route

If so, please indicate on a map the portion(s) of the site visible from a route or route(s).
 - b. Does the site lie in between a roadway and views of the water? If so, indicate on a map the portion of the site which could be developed without interference with water views.

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11. Geologic Information

Describe and map any known geologic problems on the site or adjacent areas including areas subject to landslide or other geologic hazard (geologic survey may be required).

12. Open Space

Map proposed areas for retention in permanent open space and show how they link up with existing or proposed adjacent open space areas.

13. Proposed Density

Describe the project density in terms of gross density (units per total site area) and net density (units per developable site area -- area minus slopes over 40%, permanent open space and roadways).

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APPENDIX B: MARIN COUNTY-WIDE PLAN ENVIRONMENTAL QUALITY ELEMENT EXCERPTS.

The following policies from the Marin Environmental Quality Element set forth below should be considered by the Town of Tiburon during project review. In addition, the Town may wish to incorporate some County policies into the general plan at a future date.

Air Quality Policies

- Policy EQ-2.75 **County's air quality standards.** The County shall adhere to the Federal or State air quality standards, whichever is more stringent, for management of locally generated pollutants.
- Policy EQ-2.76 **Coordinator of air quality planning efforts.** The County shall coordinate air quality planning efforts with other local, regional and state agencies.
- Policy EQ-2.76b **Cooperative enforcement of federal, state and regional air quality standards.** The County shall cooperate with the BAAQMD and California Air Resources Board in enforcing the provisions of the Clean Air Act, State and Regional Policies and established standards for air quality.
- Policy EQ-2.77b **Upwind location of sensitive receptors.** The County should consider the potential air pollution impacts of locating sensitive receptors near freeways, arterials and other major transportation facilities and should urge location of these uses upwind of such transportation facilities.
- Policy EQ-2.78 **Air quality impacts of proposed projects.** The County shall review proposed projects for their potential to have an impact on air quality conditions as part of the County's Environmental Review Process.

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- Policy EQ-2.79 **Vehicular-generated pollutants.** The County shall support a transportation program which serves to reduce commuting and/or increases ridesharing so as to reduce pollutants emitted by vehicular combustion engines.
- Policy EQ-2.80 **Vehicular congestion during peak hours.** The County shall seek ways to reduce vehicular congestion during peak commuting hours in order to reduce emissions from combustion engines during those times.
- Policy EQ-3.2 **Air, water and noise pollution.** Air, water and noise pollution shall be prevented or minimized.

Other General Environmental Policies for Consideration

- Policy EQ-3.3 **Radioactive, chemical and biological health hazards.** Radioactive, chemical and biological health hazards to man or wildlife shall not be created, and existing levels shall be reduced.
- Policy EQ-3.4 **Damage or change to natural hydrological and biological processes.** No operation shall cause irreversible damage or more than minimum reversible change to natural hydrological and biological processes.
- Policy EQ-3.5 **Protection of unique geologic, ecologic, archaeologic and historic sites.** Unique geologic, ecologic, archaeologic and historic sites shall be protected. Significant natural features shall be included for preservation in their natural state and in an appropriate setting in any design or plan.
- Policy EQ-3.6 **Wildlife, vegetation and habitats.** A diversity and abundance of wildlife and marine life shall be maintained. Vegetation and animal habitats shall be preserved wherever possible.

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- Policy EQ-3.7 **Avoidance of hazards from earthquake, erosion, landslides, floods, fires and accidents.** Construction and operations shall be located and designed to avoid or minimize the hazards from earthquake, erosion, landslides, floods, fires and accidents.
- Policy EQ-3.8 **Man-made environments.** Man-made environments, where people spend most of their time, shall be healthful, safe, quiet and of good design both functionally and aesthetically.
- Policy EQ-3.9 **Adverse impacts on services, circulation, economic and social environment.** Projects shall not cause significant adverse impacts on water supply, fire protection, waste disposal, schools, traffic and circulation, or other services and facilities, or on the financial or social environment of the community.
- Policy EQ-3.10 **Coordination of public services.** Water supply, floor control, waste water and solid waste disposal, soil conservation, open space preservation, and natural resource extraction shall be coordinated to create the greatest public benefit and the least degree of environmental damage.
- Policy EQ-3.11 **Visual qualities and views.** Visual qualities and view potential of both natural and man-made settings shall be an equivalent consideration with other factors in any project or operation review. Tree-cutting and damage shall be avoided wherever possible.
- Policy EQ-3.12 **Minimal resource use and recycling.** Resource use shall be the minimum necessary. Recyclable and biodegradable materials shall be utilized, and used materials shall be recycled or reused whenever possible.
- Policy EQ-3.14 **Aggressive exotic plants.** The planting of aggressive exotic plants such as broom and pampas grass should be discouraged in any development over which the County has review authority.

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- Policy EQ-2.30 **Water quality.** Water quality should be maintained or enhanced to allow the continued environmental health of natural waterway habitats.
- Policy EQ-2.42 **Habitat protection in Bayfront Conservation Areas (BCA's).** The County shall preserve and enhance the diversity of wildlife and aquatic habitats found in the Marin County bayfront lands, including tidal marshes, seasonal marshes, lagoons, natural wetlands and low-lying grasslands overlying historical marshlands.
- Policy EQ-2.43 **Development and access limitations in Bayfront Conservation Areas.** Development should not encroach into sensitive wildlife habitats, limit normal range areas, create barriers which cut off access to food, water, or shelter, or cause damage to fisheries or fish habitats. Buffer zones between development and identified or potential wetland areas should be provided. Access to environmentally sensitive marshland and adjacent habitat should be restricted, especially during spawning and nesting seasons.
- Policy EQ-2.44 **Prohibited activities in BCA's.** The County shall prohibit diking, filling, or dredging in areas subject to tidal action (Tidelands subzone) unless the area is small (less than one-half acre), isolated, or limited in productivity. In tidal areas, only land uses which are water-dependent shall be permitted, as consistent with federal state and regional policy (ports, water-related industry and utilities, airports, essential water conveyance, wildlife refuge, water-oriented recreation and public assembly). Exemptions may be granted for emergency or precautionary measures taken in the public interest, e.g., protection from flood or other natural hazard.
- Policy EQ-2.45 **Land uses in Bayfront Conservation Areas.** The County shall, through its land use and development regulations, foster the enhancement of the wildlife and aquatic habitat value of the diked historic

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marshlands. Land uses which provide or protect wetland or wildlife habitat, and/or which do not require diking, filling, or dredging, shall be encouraged, specifically: restoration of the land to tidal status, agricultural use, flood basin, wastewater reclamation area. Other land uses which do not require diking, filling, or dredging and/or are less protective of habitat value may be permitted when it can be proven that the resulting public benefit exceeds environmental costs and liabilities. Public benefits to be provided in the diked portions of the Bayfront Conservation Zone shall include but not be limited to: public access and recreational opportunities, educational or scientific opportunities, provision of housing (particularly housing developments which include low and moderate income housing), provision of essential water conveyance, transportation or utility services, and protection from flood or other natural hazards. On parcels greater than one-half acre in size, mitigation and/or compensation for habitat value lost due to diking, filling or dredging shall be required, the amount to be determined by the County in conjunction with federal and state agencies.

- Policy EQ-2.46 **Freshwater habitats.** Freshwater habitats in the bayfront areas associated with freshwater streams and small former marshes should be preserved and/or expanded such that the circulation, distribution and flow of the fresh water supply is facilitated.
- Policy EQ-2.55 **Tides and currents.** The development of jetties, piers, outfalls, etc., should not be allowed to alter the movement patterns of the bay's tides and currents, such that significant adverse impacts would result.
- Policy EQ-2.56 **Bay fill.** The County shall discourage any bay fill that diverts and retards currents, increases the deposition of sediments, or causes erosion and pollution.

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- Policy EQ-2.57 **Waste discharge.** The County shall not permit waste discharge which would contaminate water resources or otherwise adversely affect any intertidal environment. Municipal discharges should move toward partial consolidation and relocation of discharge points.
- Policy EQ-2.62 **Areas underlain by deposits of "young muds."** Those areas underlain by deposits of "young muds" should be reserved for water-related recreational opportunities, habitat, open space, or limited development subject to approval by the Corps of Engineers and other trustee agencies.
- Policy EQ-2.63 **Sites with poor soil conditions or sites which are seismically active.** Any development (within the watershed areas) proposed for sites that have poor soil conditions for construction or that are seismically active should be designed to minimize earth disturbance, erosion, water pollution, and hazards to public safety.
- Policy EQ-2.64 **Land uses in floodplains.** Areas defined as floodplain should serve the dual purpose of habitat and flood protection. Areas should be evaluated periodically to determine whether increases in the volume and rate of runoff from urbanization or natural forces warrant further flood mitigation measures.
- Policy EQ-2.66 **Public use of shoreline areas.** Public use of the shoreline areas is desirable and should be encouraged consistent with ecological and safety considerations.
- Policy EQ-2.67 **Ensuring public access of shoreline areas.** The County shall ensure that public access is provided and protected along the bayfront and significant waterways. The County views public access easements, gained through offers of dedication, as a condition of development plan approval, as the primary means available to increase public access opportunities.
- Policy EQ-2.70 **Siting and design of public access.** Public access should be sited and designed to facilitate public use and enjoyment of the

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bayfront lands. Public areas should be clearly marked, and continuous ten-foot walkways from the nearest roads to the shoreline and along the shoreline should be provided. Public access areas should be designed to minimize possible conflicts between public and private uses on the properties. Walkways should generally be set back at least ten feet from any proposed structure.

Policy EQ-2.71

Wildlife recreational and educational uses of the shoreline. Within the Bayfront Construction Zone, provision should be made for recreational development and access to the shoreline marshes for such uses as fishing, boating, hunting, picnicking, hiking, and nature study. There should be provisions for both separated wildlife preserve and more intensively used recreational uses along the bayfront. Every available appropriate means of providing public education regarding the value of shoreline preservation and the shoreline as an educational laboratory shall be encouraged.

Policy EQ-2.72

Viewshed protection. The County shall protect visual access to the bayfront and scenic vistas of water and distinct shorelines through its land use and development review procedures. This viewshed protection is essential for the preservation of Marin County and San Francisco Bay identity, for the enhancement of aesthetic qualities, and for visual and psychological relief from adjacent urban environments.

Policy EQ-2.74

Design of waterfront development for optimal bayfront views. Waterfront development in particular should be designed for openness and permit optimal views for public enjoyment of bayfront lands.

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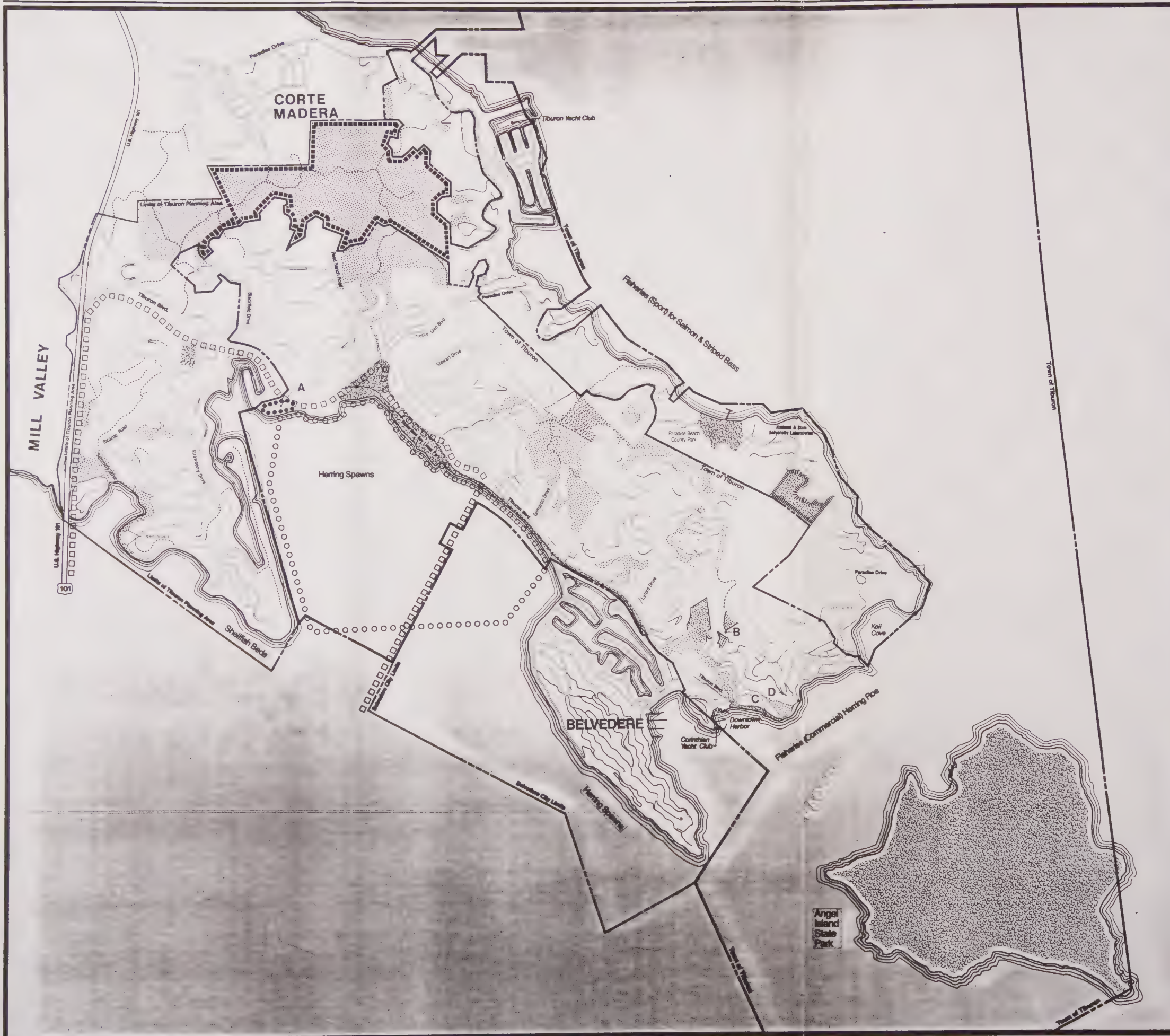
APPENDIX C: OPEN SPACE & CONSERVATION ELEMENT DIAGRAMS

OSC-1

OSC-2

OSC-3

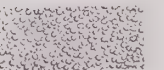
DIAGRAM OSC-1 CONSERVATION AREAS



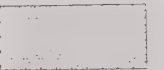
LANDMARKS

- Lyford House A
- Old St. Hilary's Historic Preserves B
- Donahue Building C
- Lyford's Stone Tower D

PARKS

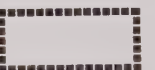


PUBLIC & PRIVATE OPEN SPACE

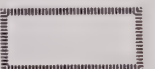


RESOURCE MANAGEMENT AREAS

RING MOUNTAIN
NATURE PRESERVE



TIBURON UPLANDS
NATURE PRESERVE



RICHARDSON BAY AUDUBON
CENTER AND SANCTUARY



AUDUBON SOCIETY
WILDLIFE REFUGE



MT. TAMALPAIS
GAME REFUGE



TIBURON GENERAL PLAN

ORIGINAL ADOPTED 9/28/89

Date Revised Res. # By



0 800 1600 3200

CONSERVATION AREAS MAP

DIAGRAM OSC-2

OPEN SPACE AREAS

EXISTING

PUBLIC

RECREATIONAL Pu

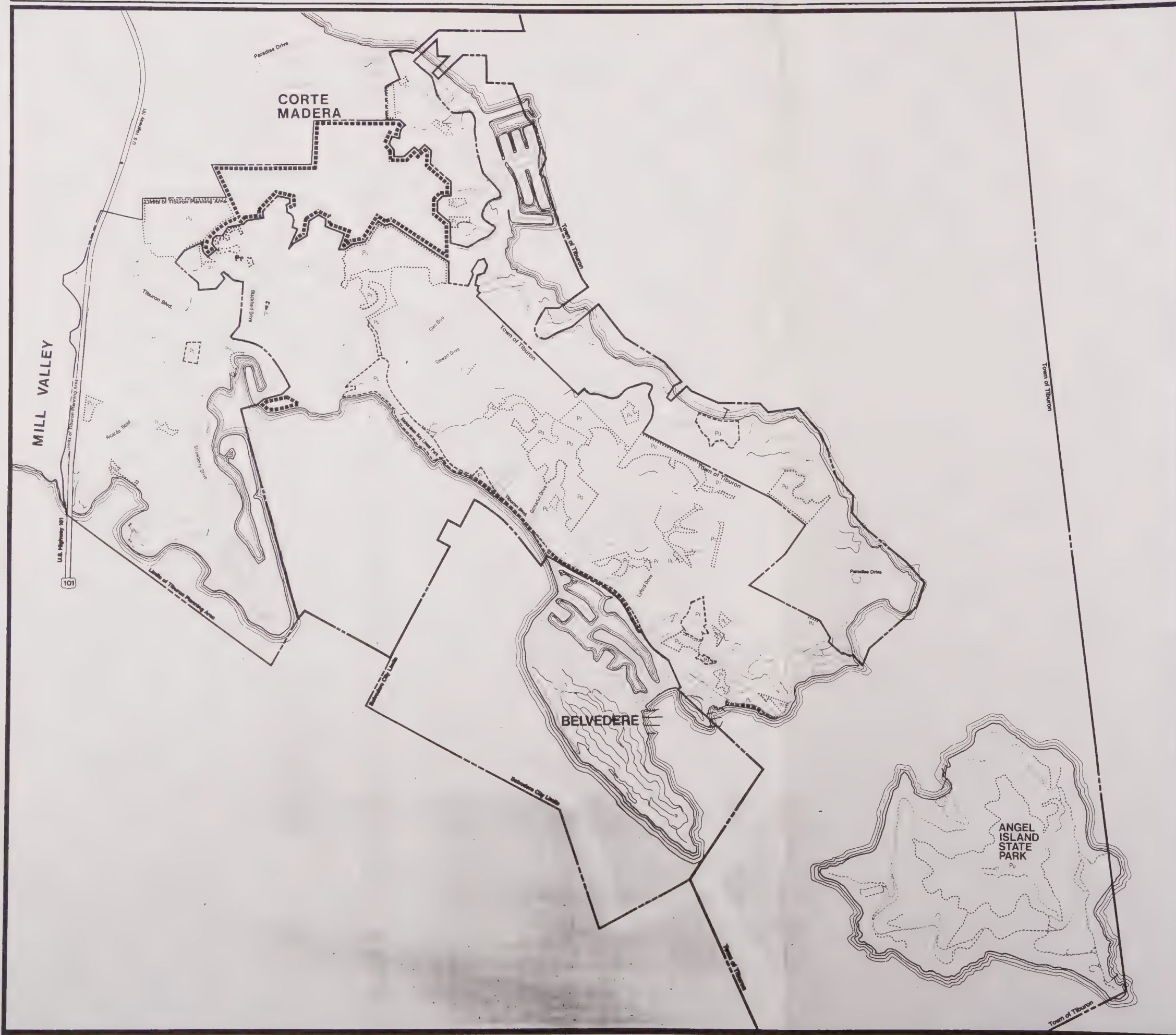
RESERVE Pu

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MANAGED RESOURCE



ORIGINAL ADOPTED 9/28/89

TIBURON GENERAL PLAN

Date Revised	Res. #	By
1/16/91	2757	SA



0 800 1600 3200

OPEN SPACE MAP

POTENTIAL OPEN SPACE

[illegible]

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CIRCULATION ELEMENT

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CIRCULATION ELEMENT

INTRODUCTION AND INTENT

This Circulation Element is required by California Government Code Section 65302(b). The Circulation Element includes traffic, roadways, transit, pedestrian, bicycling, parking, trails (and all other forms of transportation).

The purpose of this element is to show the general location and extent of existing and proposed major thoroughfares, transportation routes and other circulation facilities as well as to correlate the needs of the Land Use Element with the ability of the circulation system to serve those needs in a safe, adequate and effective way.

DEFINITIONS

Circulation

Circulation includes all forms of mobility. Circulation includes all modes of transportation, including walking. The State of California has termed this the "Circulation Element" in order that subjects other than transportation or traffic are discussed.

Tiburon Wye

The junction of U.S. Highway 101 and Tiburon Boulevard (State Route 131), including the Tiburon Boulevard and Redwood Highway/Frontage Road intersection on the east side of U.S. Highway 101.

Standards

Measurements used to determine maximum or minimum levels of performance. If standards are not met, conditions must be improved to a point where standards are achieved and sustained.

Approach

The lane or lanes from a single direction leading to an intersection prior to the cross street(s) at the intersection. Approaches to an intersection include all lanes, whether through, left-turn or right-turn.

Peak Hour

The time within a 24-hour period, primarily on weekdays, when the volume of traffic is greatest, expressed in 60-minute intervals.

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Level of Service (LOS)

A criterion of adequacy and effectiveness applied to transportation facilities (e.g., intersections, roadway segments, etc.) used by traffic engineers. The Circulation Element Appendix contains detailed definitions of Level of Service.

Average Daily Traffic (ADT)

The amount of traffic passing a point within a segment of a street or highway. ADT is usually highest on a weekday. ADT is the number of vehicles which pass a particular point in both directions during 24 hours on an average weekday.

Trip Reduction Methods

Conditions placed on development, such as provision for transit, ridesharing and permitted hours of operation, which would ensure the reduction of trips to or from that development to the maximum extent feasible.

Ridesharing

The process of using one vehicle to carry two or more persons, including carpooling, vanpooling and buspooling.

Park-and-Ride

A combination of driving, parking and using transit.

Average Stopped Delay

For signalized intersections, the average time (in seconds) for all vehicles to be stopped prior to entering an intersection from a particular lane group, approach, or the intersection as a whole. Many vehicles may not stop at all, some may stop for a short time and some vehicles may stop for longer periods of time depending on when the vehicle arrives at the intersection during the signal cycle, how many vehicles are already waiting, etc.

GOALS

C-A. To build, maintain or improve the Tiburon Planning Area's roadway system to a measurable standard of effectiveness and safety in order to accommodate circulation between activity centers in the Tiburon Planning Area and to and from U.S. Highway 101.

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- C-B. To provide convenient movement of local residents and visitors to their places of employment, shopping and recreation in the San Francisco Bay Area.
- C-C. To maintain all existing, as well as to design all future, residential streets with consideration of a combination of residents' safety, cost of maintenance, protection of residential qualities, and efficient use of the land by limiting traffic volumes, speed and noise in an attempt to maintain the livability of the streets.
- C-D. To provide an adequate means of circulation for emergency vehicles.
- C-E. To improve the safety of the circulation system for pedestrians and bicyclists.
- C-F. To develop transportation improvements and implementation measures that reduce traffic congestion both during the week and on weekends. Such measures require physical construction and should also include the use of trip reduction methods, such as encouragement of public transit use and ridesharing.
- C-G. To promote an integrated transportation system, including the preservation and enhancement of transit, in order that residents and visitors can efficiently and conveniently transfer and connect between different transportation modes.

POLICIES

- C-1. Land use decisions shall take into consideration potential traffic impacts.
- C-2. At the following intersections, the average peak hour level of service (LOS) shall not deteriorate below LOS C:
 - o Tiburon Boulevard & Strawberry/Bay Vista
 - o Tiburon Boulevard & Blackfield Drive/Greenwood Beach Road
 - o Tiburon Boulevard & Cecilia Way*
 - o Tiburon Boulevard & Reed Ranch Road*
 - o Tiburon Boulevard & Trestle Glen Blvd.
 - o Tiburon Boulevard & Stewart Drive*

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- o Tiburon Boulevard & Avenida Miraflores
- o Tiburon Boulevard & Rock Hill
- o Tiburon Boulevard & Gilmartin Drive*
- o Tiburon Boulevard & San Rafael Ave.
- o Tiburon Boulevard & Lyford Drive
- o Tiburon Boulevard & Mar West*
- o Tiburon Boulevard & Beach Road
- o All intersections along Paradise Drive
- o North Knoll & Tiburon Boulevard*

At all other signalized intersections within the Town Planning Area the average peak hour level of service shall not deteriorate below LOS D, including the following intersections:

- o U.S. Highway 101 Northbound and Southbound offramps
- o Frontage Road and Tiburon Boulevard

These service standards shall sunset in December 1995. Prior to that date, evaluation shall be made of whether to extend the standards or adopt other appropriate standards.

- * The standard shall not apply to these intersections until they are signalized. If any intersections along Tiburon Boulevard meet signal warrants, the Town shall move to amend the General Plan and provide signalization.

C-3. The Town shall not approve a project which generates more than 100 daily trips if calculated levels of service at the time of said approvals at any intersection would operate at a level of service lower than that set forth in this general plan as a result of the project in combination with existing, approved and reasonably foreseeable projects. In this circumstance, the Town must find that the applicable improvements in the circulation element necessary to maintain service level standards shall be completed prior to occupancy of such projects. This policy shall not operate to deprive any landowner of substantially all of the market value of his or her property or otherwise constitute a constitutional taking without compensation. If the Town determines that application of this policy to a specific project would create a taking, then pursuant to this policy

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the Town Council may allow that project to be constructed and occupied prior to completion of the applicable improvement, but only to the extent necessary to avoid such a taking. Any uses so authorized shall be designed to minimize impacts on traffic. In the event that an applicant believes that the implementation of this policy constitutes a taking, he or she shall submit to the Town any and all information necessary to establish such allegation.

- C-4. All new development shall be required to pay a pro rata share of needed traffic improvements in accordance with the burden created by such new development.
- C-5. Funding mechanisms needed to implement the circulation system proposed in this Element should be set by ordinance or resolution.
- C-6. The Town should develop and maintain a traffic monitoring program to periodically determine intersection levels of service and evaluate project proposals.
- C-7. In connection with the Tiburon Ridge policy of the Open Space Element, the Town shall ensure that no crossing streets or highways are developed along or over the Ridge except for the purpose of emergency services.
- C-8. The Town shall encourage overhead utility lines to be placed underground along Tiburon Boulevard, Paradise Drive, and Trestle Glen Boulevard.

Transit Policies

- C-9.. The Town should publish a brochure that includes schedules of the Golden Gate Bridge Highway, and Transportation District buses and Red and White Fleet ferries as well as Muni buses that connect with those modes.
- C-10. The Town should encourage the Golden Gate Bridge, Highway and Transportation District to service commutes in the morning and evening with buses currently deadheading (returning to yard empty) on Tiburon Boulevard.
- C-11. With the consent of the Golden Gate Bridge, Highway and Transportation District, the Town should provide and maintain attractive, covered, unobtrusively lighted seating areas at all bus stops along Tiburon Boulevard, subject to design review approval.

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- C-12. The Town should encourage Caltrans to provide formal park- and-ride facilities along existing Golden Gate Bridge, Highway and Transportation District bus routes.

Tiburon Boulevard Policies

- C-13. The entire section of Tiburon Boulevard between Avenida Miraflores and Mar West Street should be maintained in a rural manner with informal parking prohibited unless gravel or other hard surfaces are provided.
- C-14. The section of Tiburon Boulevard between Rock Hill Drive and San Rafael Avenue should be improved with landscaping. Parking shall be prohibited to enhance and preserve views and the experience of a waterfront drive. Where appropriate, native vegetation on or adjacent to the scenic roadway should be retained. New landscaping materials should be drought-tolerant and should maintain a rural, unmanicured look.
- C-15. The Town should work with Caltrans to develop a mutually acceptable design program for Tiburon Boulevard that is consistent with the Circulation Element.
- C-16. Water views for pedestrians and drivers should not be obscured. Overgrown planting should be trimmed to frame rather than block, views, to the maximum extent feasible.
- C-17. Tiburon Boulevard between Trestle Glen Boulevard and Mar West will remain two (2) travel lanes. Any widening of the Trestle Glen/Tiburon Boulevard intersection will allow for transition of Tiburon Boulevard to two (2) travel lanes just east of Trestle Glen Boulevard.
- C-18. Street lights should be installed only at intersections. Light sources should be of a warm, subdued nature and should be properly shielded.
- C-19. Bus stops should be located to avoid interference with turning and passing vehicles. Bus shelters shall be co-ordinated with Golden Gate Transit and shall require design review approval. Telephones at or near bus stops are preferable. Shelters are desirable. Benches and paved loading pads shall be provided at all bus stops.

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Paradise Drive Policies

- C-20. Driveways along Paradise Drive should be discouraged. New development shall explore other options for access, and where feasible avoid driveways on Paradise Drive. Additional new roads that will intersect Paradise Drive shall be kept to the minimum number possible and be situated in safe locations.
- C-21. Where appropriate, scenic overlooks should be established along Paradise Drive.
- C-22. Views from Paradise Drive should be preserved wherever possible.
- C-23. Turn-outs and shoulders on Paradise Drive should be created wherever possible to protect the health and safety of its users. Paradise Drive should be widened where possible to accommodate bike lanes and, where possible, improve the sight distance around curves and at intersections.

Parking Policies

- C-24. The Town should encourage reciprocal parking facilities for those businesses located near one another with different peak hour operating demands.
- C-25. The Town should study measures to finance facilities and programs which will improve parking and circulation in Downtown Tiburon.
- C-26. The Town should discourage parking lots or facilities which have frontage on Tiburon Boulevard. To the extent feasible, all parking lots should be screened by buffers or berms.

Downtown Policies

- C-27. The Town should pursue the acquisition of a Town-owned and operated downtown parking facility.
- C-28. Pedestrian access to the waterfront should be encouraged in Downtown Tiburon.
- C-29. Adequate parking and loading should be provided for all new uses and expansion of existing uses in Downtown Tiburon in accordance with the revised Zoning Ordinance.

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- C-30. The pedestrian walkways and bicycle trails in Downtown Tiburon should connect with other trails in the Town of Tiburon when practical.
- C-31. Bicycle racks should be encouraged in Downtown Tiburon.

Handicapped Access Policy

- C-32. Provisions for handicapped persons should be required as part of the Tiburon Zoning Ordinance. Such provisions should include barrier-free access to all public/quasi-public buildings, elevator access where necessary, parking spaces, access to all transit modes and street, sidewalk and trail access for wheelchairs, where possible. Some steep or narrow trails may not be amenable to such access.

Bicycle and Pedestrian Policies

- C-33. The Town should study the feasibility of longer signal periods to accommodate the needs of pedestrians crossing Tiburon Boulevard.
- C-34. Multi-use paths for bicycles and pedestrians should be constructed along existing streets and within open space areas in order to provide safe access to schools, playgrounds and other areas with scenic attractions. A bike lane shall be constructed on Trestle Glen Boulevard.
- C-35. Pedestrian routes, particularly for school children, should be designated for all neighborhoods.
- C-36. Sidewalks should be encouraged in residential neighborhoods.

Regional Transportation Planning Policy

- C-37. The Town will engage in good faith, participatory planning toward alleviating congestion in the U.S. Highway 101 Corridor.

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PROGRAMS

- C-a. Develop and maintain a traffic monitoring program within the Town Planning Area.
- C-b. Develop a traffic management ordinance to implement policies C-1 through C-6. This ordinance, among other issues, shall address peak, weekend and summertime traffic. In addition this ordinance shall provide safety reports.
- C-c. Adopt a Public Facilities Fee Ordinance in accordance with Government Code 66000 et seq. to justify the collection of fees to complete the Town's circulation system as described herein.
- C-d. Maintain an active role in the U.S. Highway 101 Corridor planning program with the purpose of ensuring that the improvements eventually provided enhance inter-city movement.
- C-e. Prepare and adopt a traffic, pedestrian and parking plan and ordinance for Downtown Tiburon.
- C-f. Encourage provision of adequate transit facilities in cooperation with other agencies.
- C-g. Develop and adopt a transportation system management ordinance in order to reduce trips.
- C-h. Consider undertaking a feasibility study of the "Tiburon Trolley." The objective of the Tiburon Trolley should be to reduce trips on Tiburon Boulevard.
- C-i. The Town shall prepare and adopt a scenic roadway element to the general plan.
- C-j. The Town shall establish a program improving the bike lane system.

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FUTURE EVALUATION PROCEDURES FOR DEVELOPMENT

Future applications for development entitlements should be reviewed for circulation both by the Town and the County of Marin. The following procedures should be followed for future evaluation and survey of traffic conditions.

Testing Existing Circulation Facilities to Accommodate Land Use Proposals

All developer-initiated studies should be uniform in their data and methodology. When development proposals are applied for, their individual and cumulative impacts on existing circulation facilities must be evaluated and compared to standards set by the Tiburon General Plan and criteria used by the Transportation Research Board, National Research Council, Highway Capacity Manual. This is ordinarily undertaken as part of the California Environmental Quality Act process. Determination of performance of circulation facilities should be accomplished by registered traffic engineers. More detailed methods should be set forth in a Tiburon Traffic Management Ordinance.

CIRCULATION SYSTEM - IMPLEMENTATION

System Improvements Needed to Attain Standards

The Town circulation system needed to accommodate the development potential allowed in this general plan is shown on Diagram C-2, Proposed Circulation. The levels of service specified in the circulation element will not be violated by land uses allowed in the land use element. The following is a detailed description of each circulation improvement necessary to complete the Circulation System and the general timing of the improvement.

Facility Improvements

1990-1995:

1. E. Blithedale Ave./Southbound US 101 Off-Ramp Intersection

The off-ramp would be reconfigured to provide two exit lanes. The first lane would serve through/existing traffic and the second lane would be exit only.

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2. Tiburon Boulevard/Trestle Glen Blvd. Study

A design study should be made to determine whether or not widening can be physically accommodated on the inside of the curve through the intersection. If only one lane can be accommodated, it should be for the westbound direction. The actual improvement is needed post-1995.

After 1995:

3. Tiburon Boulevard/Trestle Glen Blvd.

Tiburon Boulevard would be widened through the existing intersection. If only one lane can be accommodated, it should be for the westbound direction. No major encroachment into Blackie's Pasture is contemplated.

4. Tiburon Boulevard/Reed Ranch Road Intersection

The intersection would be signalized and a cul-de-sac would be created for Greenwood Beach Road. A pedestrian crossing will be marked.

5. Tiburon Boulevard/N. Knoll Rd. Intersection

The intersection would be signalized. Tiburon Boulevard would be widened to three through lanes west of the intersection and the three through lanes eastbound from the Frontage Road intersection would continue through this intersection, transitioning into two lanes immediately east of the intersection.

6. Coordination of Traffic Signals

A coordination analysis of the traffic signals along Tiburon Boulevard has been made using the PASSER II-87 computer program developed by the Texas Transportation Institute. The analysis indicates that a 90-second background cycle would accommodate the signals and their spacing during both the morning and afternoon peak hour. The "band widths" (Green time of the progressive flow) are in the range of 35-39 seconds during the morning peak hour and in the range of 23-35 seconds during the afternoon peak hour.

Further refinements in analysis could improve upon the results, but signal coordination could improve the flow along Tiburon Boulevard as additional traffic signals are installed. Signal coordination should be implemented initially at the Wye.

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Coordinated mode signal operation would not have to be done throughout the day but might need only to be done during the peak traffic periods of the day, 7-9 a.m. and 3-6 p.m. At other times of the day the signals could operate independently.

All of the traffic signals along Tiburon Boulevard would be coordinated. If this improvement is phased, coordination should be completed in the following phases:

- a. Southbound Off-Ramp/E. Blithedale Avenue to North Knoll Road.
- b. North Knoll Road to Blackfield Drive.
- c. Blackfield Drive to Trestle Glen Blvd.

7. Rebuild Frontage Road/Redwood Highway and Tiburon Boulevard Intersection

Tiburon Boulevard would be widened to three lanes in each direction through the intersection with designated right-turn lanes in the eastbound direction. The northbound Frontage Road would be widened to four lanes providing two left-turn lanes, a through/left-turn lane, and a right-turn lane.

8. Tiburon Boulevard/Mar West St. Intersection

The intersection would be signalized with a two-phase traffic actuated controller. A left-turn lane should be provided on Tiburon Boulevard in the westbound direction. Completion of this improvement should be considered earlier in conjunction with the possible approval of Town Hall.

9. Tiburon Boulevard/Northbound US 101 Off-Ramp Intersection

The off-ramp approach would be widened from the present three lanes to four lanes providing two right-turn and two left-turn lanes onto Tiburon Boulevard.

10. Tiburon Boulevard/Strawberry Dr. Intersection

An additional lane would be added to the northbound Strawberry Dr. approach and the cross-street signal phase would be split.

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11. Tiburon Boulevard/Blackfield Dr./Greenwood Beach Intersections

An additional lane would be added to both the northbound and southbound approaches to Tiburon Boulevard and the cross-street signal phase would be split.

12. Tiburon Boulevard/Cecilia Way Intersection

The intersection would be signalized.

13. Road Segment Between Rock Hill/San Rafael Ave.

A third left-turn center lane should be evaluated by the Town between Rock Hill and San Rafael Avenue. If the evaluation demonstrates that the improvement would relieve congestion on this roadway segment without creating a hazard, the improvement should be implemented.

Funding has not been identified for all of the improvements listed above. Project proponents owning or controlling land needed for any of these improvements will be required to dedicate land to the maximum extent legally permissible. Where funding for the required improvement is not assured at the time of an application, the applicant's project shall be evaluated in accordance with all applicable policies of the general plan, and shall not be denied because of the proposed traffic improvement.

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Safety Improvements

The following improvements to the circulation system should be considered to reduce existing hazards:

1. Installation of stop signs along Seminary Drive where warranted.
2. Test Main Street as an east to west one-way street and/or without parking and with more drop off and pick-up space for ferry passengers.
3. Install flashing signals and median barriers on Tiburon Boulevard between Cecilia Way and Blackfield Drive for pedestrians except at marked crosswalks. A crosswalk should have two white lines, an area 10 feet wide, extending from one side of the street to the other, with diagonal hatch marks within the white lines.
4. Study the traffic circulation and parking from the Cove Shopping Center and develop and implement the needed improvements. Using the information developed, determine the feasibility of a second entrance to Tiburon Boulevard.
5. Improve the intersection of Tiburon Boulevard and Blackfield Drive to provide better pedestrian crossings, safer bus turnouts and sufficient space for unrestricted right turns.
6. Establish flashing signals at existing crosswalks where necessary for safe crossing of Tiburon Boulevard.
7. Provide signals with substantial "WALK" times where intersections warrant such signals. Consider pedestrian overcrossings where appropriate.

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CLASSIFICATION OF ROUTES

The classification of routes is an organizational concept for proper planning, but it is not policy.

The Circulation Element classifies all streets and highways in the Tiburon Planning Area on Diagram C-1, Existing Circulation, into one of the following categories:

Freeway (U.S. Highway 101)

A limited access facility, with dual lanes divided by a median and having no at-grade intersections or curb cuts to adjoining land uses. Access to these facilities is usually only at interchanges and volumes range from 50,000 vehicles daily to over 200,000 vehicles daily. Such facilities are usually owned and operated by a State agency (Caltrans).

Arterial Street

Principal Arterial Street (Tiburon Boulevard from Reed Ranch Road to Tiburon Wye). Principal arterial streets connect major activity centers (e.g., Downtown Tiburon and Strawberry Shopping Center) within the urbanized area. Principal arterial streets provide direct access to abutting land and carry local traffic and sub-regional traffic. These facilities carry traffic in the range of 25,000 to 50,000 vehicles daily. Principal arterials connect with other principal arterial streets and freeways and are usually multi-lane, divided facilities.

Minor Arterial Street (Tiburon Boulevard from Downtown Tiburon to Reed Ranch Road, all of Trestle Glen Boulevard and all of Redwood Highway/Frontage Road). Minor arterial streets augment the principal arterial street system. These streets provide greater access to abutting land and usually carry more locally oriented traffic than does a principal arterial street. They provide the intra-community continuity that the primary arterials do not. Minor arterial streets carry traffic in the range of 10,000 to 25,000 vehicles a day. They can be two-lane or multi-lane facilities with intersection turn lanes and/or continuous two-way, center left-turn lanes. Minor arterial streets connect with other minor arterial streets and with principal arterial streets.

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Collector Street

Collector streets collect traffic from the local street system and channel it to the arterial street system. Collector streets serve residential and commercial neighborhoods. Collector streets carry traffic in the range of 2,000 to 12,000 vehicles a day and are usually two-lane facilities. These streets carry mostly traffic generated from within neighborhoods or districts they serve but can carry some through traffic from outside of the immediate area as well. Curb cuts (driveways) should be limited on all collector streets.

Commercial Collector Street. Commercial collector streets serve primarily land uses which are commercial in nature. They tend to have higher ADTs than residential collector streets.

Residential Collector Street. Residential collector streets are residential streets and serve primarily land uses which are residential in nature with very few curb cuts (driveways) serving adjacent land use. Residential collector streets should be limited to 2,000 vehicles per day.

Residential Sub-Collector Street

Residential sub-collectors streets are residential streets that serve the function of collector streets in residential neighborhoods. Curb cuts (driveways) to adjacent land uses are permitted. These streets tie local streets to collector streets. Direct connections to arterial streets should not be permitted. Residential sub-collector streets should not have ADTs higher than 1,000 vehicles per day.

Local Streets

Local streets serve adjacent residential or commercial property. All streets not otherwise classified are local streets, carrying traffic from the immediate land use. Local streets are two-lane facilities and carry less than 500 vehicles per day. Through traffic from outside the immediate neighborhood should not use local streets. Local streets should connect to sub-collector and collector streets and should not connect directly to arterial streets.

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TRANSPORTATION SETTING

The entire Bay Area is characterized by a lack of access between the nine counties due to the area's dependence upon bridges. Marin County is only accessible by vehicle from the south via the Golden Gate Bridge and from the east from the Richmond-San Rafael Bridge. Access from the north is principally by land, over U.S. Highway 101.

Marin County itself is limited to only one through highway, U.S. Highway 101, thereby concentrating all of its intra-regional and inter-regional traffic on one freeway.

Similar to Marin County, the Tiburon Planning Area has limited access points: Tiburon Boulevard being the major entryway and Seminary Drive and Paradise Drive having secondary roles in access to the area. The Tiburon Planning Area is essentially water-locked and access is limited to the three roads named above.

Other transportation modes serve the Tiburon Planning Area, including Golden Gate Bridge, Highway and Transportation District buses and the Red and White Fleet ferry service from San Francisco. These modes play a critical role in supplementing the limited vehicular access to the Tiburon Planning Area and must be preserved and enhanced when at all possible.

Personal modes within the Tiburon Planning Area are the bicycling and pedestrian use of lanes, paths and trails.

THE TRAFFIC "PROBLEM"

Transportation is regarded as the Bay Area's number 1 problem. Marin County is a traffic-impacted county because of its heavy dependence upon U.S. Highway 101 and the relative lack of transit facilities throughout the County. The Tiburon Peninsula bears the same relationship to Tiburon Boulevard, State Route 131.

Measurement of the transportation "problem" is difficult, but most people believe that the problem relates to traffic and congestion. Traffic congestion is, in part, a result of growth in development and the resulting vehicle traffic increases are often in close correlation with growth in development. But growth in development is only one cause of increased traffic in the Tiburon Planning Area. Sightseers and tourists are a substantial part of the weekend (and increasingly the weekday) traffic on Tiburon Boulevard, Paradise Drive and Trestle Glen Boulevard.

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Safety

A number of streets have safety problems based on accident reports filed with the Tiburon Police Department and County Sheriff's Department. As part of the traffic management ordinance, safety of streets would be evaluated and appropriate mitigation measures recommended.

Vehicle and Pedestrian Conflicts

Conflicts between vehicles (vehicle/vehicle) and between pedestrians and vehicles (pedestrian/vehicle) occur throughout the Town on streets and highways. The traffic management ordinance should provide a procedure for evaluating these conflicts and developing appropriate mitigation measures.

Pedestrian Crossings of Tiburon Boulevard

In many intersections with Tiburon Boulevard such as Reed Ranch Road and Cecilia Way, crosswalks do not exist and residents cross without benefit of sight distance or warnings to oncoming traffic. Even at crosswalks on Tiburon Boulevard, residents are fearful for their safety. Stoplights offer limited security, since they change rapidly and offer insufficient time for many to cross. Measures must be considered to improve this problem.

TRAVEL CHARACTERISTICS OF THE TIBURON PLANNING AREA

Home-Based Trips

Trip generation studies have been made of the frequency that residential areas in Tiburon generate traffic during the "normal commute hours." The results of those surveys show that peak hours in the Tiburon Planning Area is 8:00 to 9:00 A.M. in the morning, and from 5:00 to 6:00 P.M. in the afternoon.

Non-Home-Based Trips

Without any origin and destination studies, it is assumed that drivers are using Tiburon Boulevard for purposes of sightseeing and recreation. Some sightseeing trips are destination oriented and others are pleasure drives from one part of the Bay Area to another. Weekend traffic counts taken since 1950 show an increase of approximately 1% per year of traffic. This increase is in part due to tourism and out-of planning area origins and destinations.

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Propensity to Drive

One of the factors leading to increased vehicular trips is the increased propensity to travel. The following basic trends in the County of Marin have been noted: In Marin County the number of vehicles per person in 1981 was 0.68. This is projected to increase to 0.79 by 1990. This represents a 16% increase in nine years. The number of drivers per vehicle in 1982 was 1.14 and is projected to be 1.03 by 1990. By the Year 2000 there will probably be more vehicles in Marin County than people to drive them.

Transit Trips

Red and White Fleet

Harbor Carriers, popularly known as the Red and White Fleet, is a division of Crowley Maritime, Inc. The Red and White Fleet runs commuter ferries between the Ferry Building in San Francisco and the ferry landing dock in Downtown Tiburon. On weekdays, the Red and White Fleet has three trips from Tiburon to San Francisco and two from San Francisco to Tiburon in the mornings and four trips from San Francisco to Tiburon and three trips from Tiburon to San Francisco in the evenings.

The Red and White Fleet provides mid-day ferry service on weekdays and weekends from Tiburon to Fisherman's Wharf in San Francisco. This service begins at San Francisco, stops in Sausalito and proceeds to Tiburon. This service is used primarily by tourists.

The Red and White Fleet expects further increases in commuter ridership with the current schedule and equipment.

The weekday commuter runs of the Red and White Fleet are serviced by the Golden Gate Bridge, Highway and Transportation District (GGBHTD) feeder bus which operates on both collector streets and some local streets in the Tiburon Planning Area. This service is required by the Urban Mass Transit Administration. Approximately 10% of the Red and White Fleet ridership uses the GGBHTD feeder buses. The majority of Red and White Fleet passengers park and ride to the ferry terminal or are dropped off and picked up.

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The facilities for dropping off passengers and parking are informal and lead to the following problems:

- Cars often must wait at the confluence of Paradise Drive, Tiburon Boulevard and Main Street to pick up or drop off passengers. The waiting vehicles block vehicular and pedestrian traffic.
- Ferry passengers that park in Downtown Tiburon use most of the free parking spaces in Downtown Tiburon, primarily along Tiburon Boulevard adjacent to the Boardwalk Shopping Center. Some ferry riders use paid parking facilities and others park illegally.

The Red and White Fleet serves to relieve Tiburon Boulevard of peak-hour traffic. However, parking and traffic flow problems in Downtown Tiburon from commuter ferry service will probably get worse as ferry ridership increases.

Golden Gate Bridge Highway and Transportation District

The Golden Gate Bridge, Highway and Transportation District (GGBHTD) operates all regularly scheduled buses throughout the Tiburon Planning Area. Three types of GGBHTD service are offered:

- Trans-bay service (Marin to San Francisco and return), available via Routes Number 8 and Number 10.
- Intra-county service (destinations within Marin County), available via Routes Number 1 and Number 21.
- Ferry feeder service (connecting to the Red and White Fleet ferry service in Downtown Tiburon) available via Routes Number 9 and Number 11.

GGBHTD funds the operation of trans-bay service and ferry feeder service. The Marin County Transportation District (MCTD) funds the operation of intra-county service. GGBHTD owns all of the buses and employs all of the personnel. MCTD transfers funds to GGBHTD for operating the intra-county service.

The trans-bay service is used more frequently than the other services in the Tiburon Planning Area. Route Number 8 is a commute run, operating at peak hours only, and has declining ridership. Recently, GGBHTD cut back the number of buses running each weekday on this route, and more cuts are projected within the next five years. The declining ridership is primarily a function of fewer people working in San Francisco. Route Number 10 has a steady ridership.

TIBURON GENERAL PLAN

The ferry feeder service and the intra-county service are likely to continue at their current levels under the new GGBHTD five-year plan, although rearrangement of routes is likely to occur. Route Number 10, which services downtown San Francisco via Mill Valley and Sausalito, may in the future become a trunk route limited to U.S. Highway 101 service. Access to U.S. Highway 101 would have to be provided by a shuttle bus at the expense of, and operation of, local governments such as the Town of Tiburon.

PARKING

Parking occurs in the Tiburon Planning Area in two general locations: on-street, subject to limitation and restriction in some areas and off-street, commonly in parking lots serving adjacent or nearby land uses.

Adequate parking is generally provided for in all commercial areas of the Tiburon Planning Area except for Downtown Tiburon. There are an estimated 1,200 parking spaces in and around Downtown Tiburon, both on-street and off-street, with a demand that occasionally exceeds supply. Some of the off-street parking spaces are available at a cost, while others are available for patrons of particular establishments and still others as validated parking for groups of establishments. As a result, the parking spaces which are either too expensive or unavailable lead frustrated drivers to violate the parking code, both on-street and off-street.

PERSONAL TRANSPORTATION MODES

There are many people who enjoy personal transportation modes such as bicycling and walking in the Tiburon Planning Area. While these modes are primarily a form of recreation, they are used by many as a means of transportation to access transit or to reach educational and recreational destinations. Their increasing importance as modes of travel for other trips (e.g., commuting, shopping and social purposes) indicate that they should be discussed in the Circulation Element as opposed to the Parks and Recreation Element.

TIBURON GENERAL PLAN

Bicycles

Bicycles commonly use three types of facilities as categorized by Caltrans:

1. Class A Routes, or exclusive bike paths. These routes have their own rights-of-way, such as the Tiburon Bike Path. The Tiburon Bike Path is used by bicyclists, pedestrians, joggers, and various other modes. Motorized vehicles are prohibited.
2. Class B Routes, or bike lanes. These facilities are striped, thereby indicating a portion of the roadway available for bicyclists, such as on Tiburon Boulevard in Downtown Tiburon.
3. Class C Routes, or shared facilities with other modes. Most local streets are Class C Routes, because they freely share the roadway between bicycles and vehicles.

Each of the locations of Class A and Class B Bike Routes are shown in Diagram C-1, Existing Circulation. Class C routes are generally available on all other routes except for U.S. Highway 101.

Pedestrians

Pedestrians use various facilities to and from their origins and destinations: there are sidewalks alongside some arterial and collector streets, although most local streets in Tiburon do not have sidewalks. Within open space areas and within recreational facilities, paths or trails are the common method of pedestrian circulation. Significant trails are shown on Diagram C-1, Existing Circulation.

The conflict between pedestrians and vehicles is of increasing importance in the Tiburon Planning Area as both traffic congestion and pedestrian use increase. Until 1985, no fatalities were recorded within the Tiburon Planning Area except on U.S. Highway 101. Since 1985, two pedestrians have been killed by vehicles within the right-of-way of Tiburon Boulevard (S.R. 131).

Safety is an increasing concern of the Tiburon Planning Area and must be a factor in planning for future circulation.

TIBURON GENERAL PLAN

New Development and Personal Modes

All commercial and public/quasi-public facilities should provide adequate facilities for bicyclists and pedestrians. These include bicycle racks, bicycle curb cuts, gathering places for pedestrians and outdoor benches. The provision of these items should be a regulation enforced by the Tiburon Zoning Ordinance.

Personal modes should be carefully defined so as to include truly personal vehicles such as motorscooters and motorized bicycles, but not freeway vehicles such as motorcycles.

TIBURON GENERAL PLAN

APPENDIX A: CIRCULATION ELEMENT DIAGRAMS

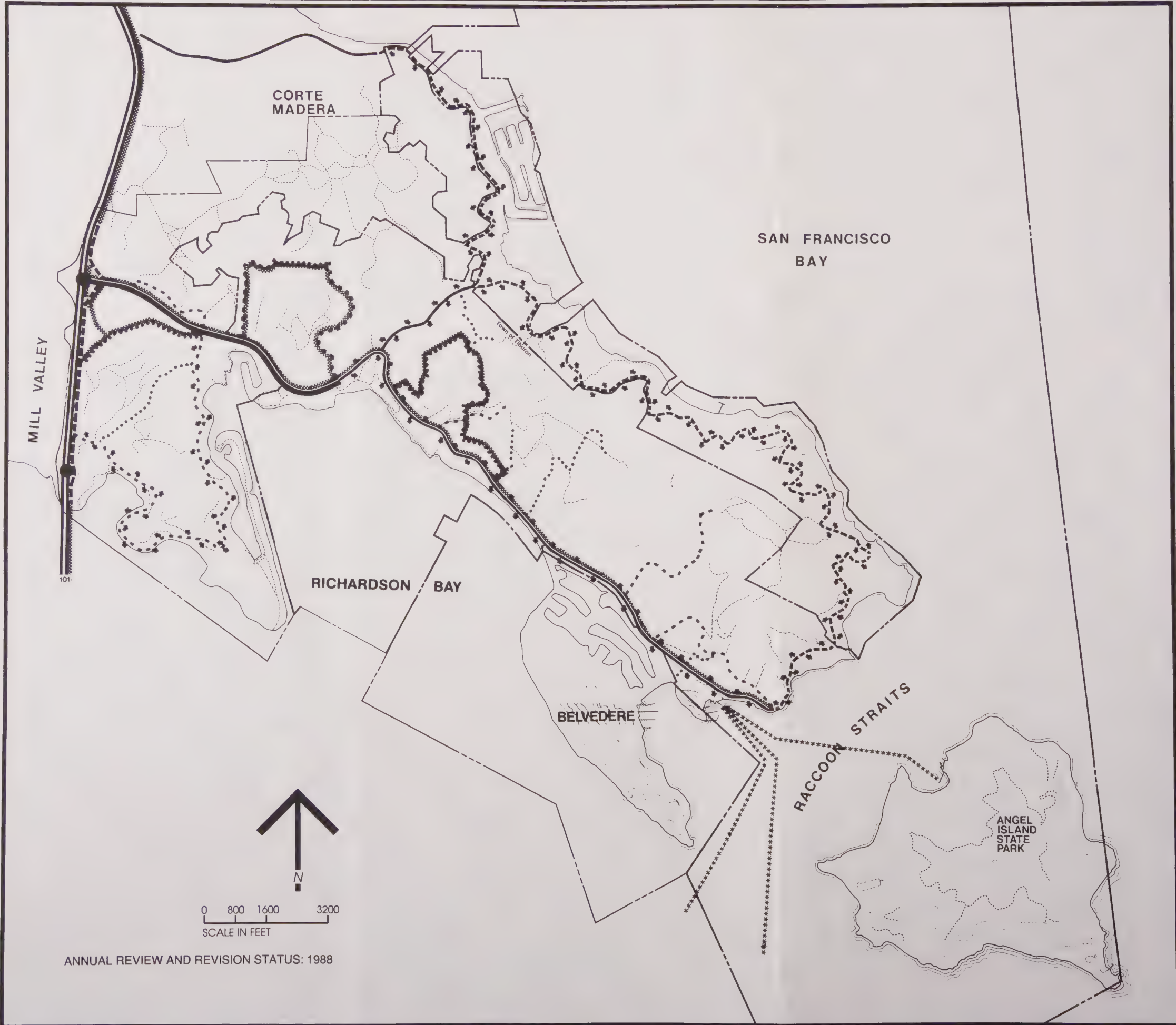
EXISTING CIRCULATION

- Major Arterial
- Minor Arterial
- Collectors
- Sub Collectors
- Local
- Potential Scenic Road
- Highway Interchange
- Existing Trail
- Bus Route
- Ferry Route

ORIGINAL ADOPTED 9/28/89

Date Revised	Res. #	By
1/16/91	2757	SA

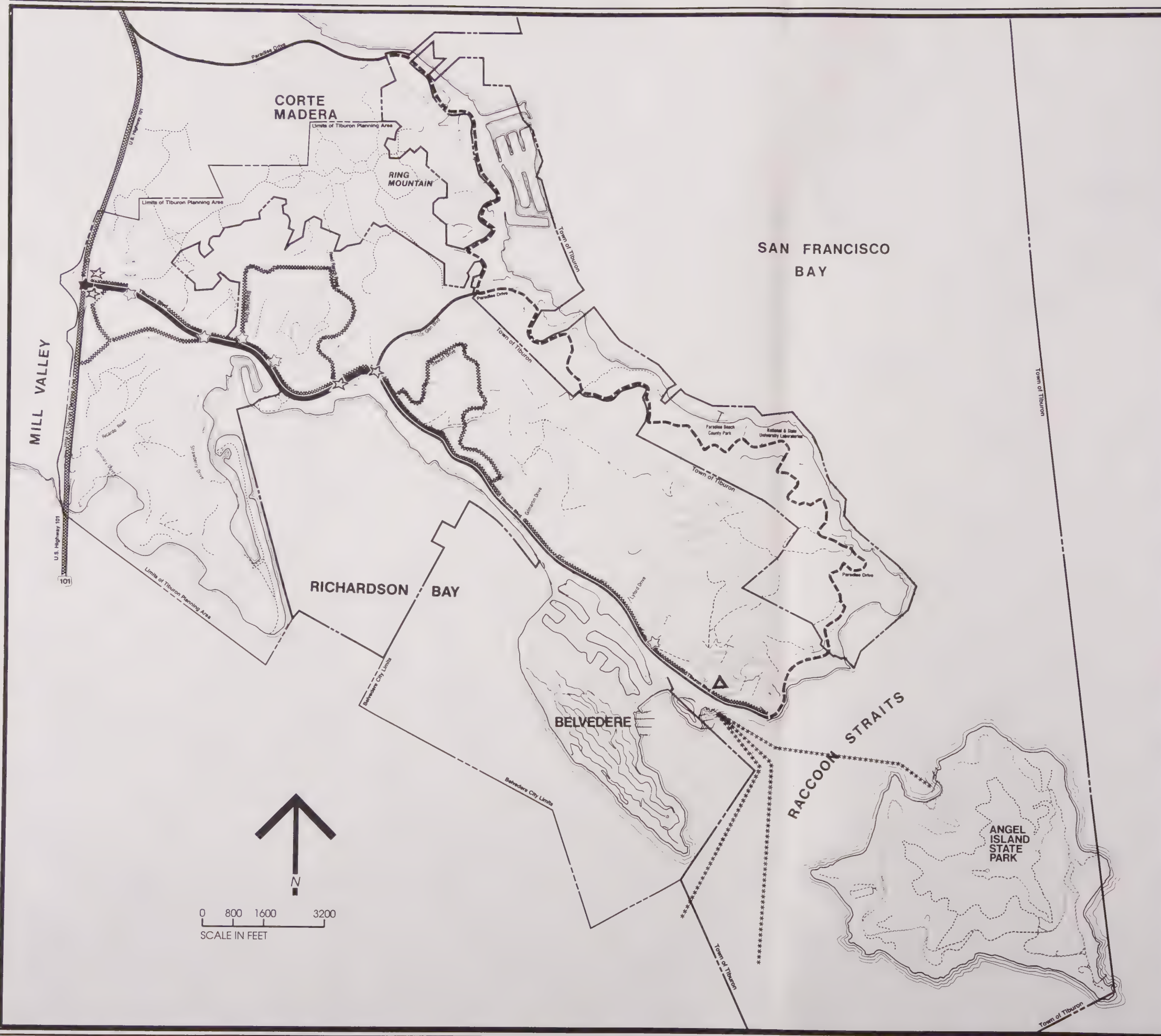
TIBURON GENERAL PLAN



ANNUAL REVIEW AND REVISION STATUS: 1988

0 800 1600 3200

DIAGRAM C-2 PROPOSED CIRCULATION



- Major Arterial
- Minor Arterial
- Collector
- Local
- Existing Trail
- Proposed Trail

Intersections to be Improved by 1995

Intersections to be Improved after 1995

Parking Downtown

Bus Route

Ferry Route

ORIGINAL ADOPTED 9/28/89

TIBURON GENERAL PLAN

Date Revised	Res. #	By
1/16/91	2757	SA

0 800 1600 3200

ANNUAL REVIEW AND REVISION STATUS: 1988

TIBURON GENERAL PLAN

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**TOWN OF TIBURON
GENERAL PLAN
HOUSING ELEMENT**

**REVISED
APRIL 17, 1991**

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I. INTRODUCTION AND INTENT

The Town of Tiburon General Plan Housing Element is mandated by California Government Code Section 65580 et seq. This Housing Element supersedes the Housing Element adopted on an interim basis by the Town of Tiburon in September of 1989.

The California Legislature stated in Section 65580 of the California Government Code that "the availability of housing is of vital statewide importance, and the early attainment of decent housing and a suitable living environment for every California family is a priority of the highest order." Cities are required to prepare and implement housing elements as part of their general plans in order to attain these statewide goals.

A Housing Element must have an identification and analysis of existing and projected housing needs for all economic segments of the community, a statement of goals, policies, quantified objectives, and a schedule of programs for the preservation, improvement and development of housing.

The purpose of the Housing Element is to commit a jurisdiction to a housing production program. Housing Element goals, policies and programs have been designed to be consistent with goals, policies and programs in the other General Plan elements. Together, the elements provide internally consistent policies and programs for the future development of Tiburon.

The Housing and Community Development Department (HCD) of the State of California Comment letter of 11/89 was discussed and addressed to the satisfaction of the Tiburon Planning Commission during the 1990 Commission public hearings held for revision of the Housing Element. HCD requested that the Town Housing Element separate the housing needs assessment for the Town corporate limits from that of the Town sphere of influence (i.e. Town Planning Area). The Town of Tiburon is unable to provide separate statistics for the Town corporate limits for the following reason. The Association of Bay Area Governments (ABAG), the only agency that develops the Housing Needs Assessment for Bay Area cities, provides information to the Town of Tiburon by total Planning Area. ABAG was contacted by Town staff to determine whether its housing data could be divided into the Town corporate limits and the Town Planning Area. The Town was informed by ABAG staff that the housing data could not be separated in this manner and would not be so separated in the foreseeable future. However, the Town has followed up with a letter to ABAG requesting that the information requested by the State of California be provided in the future.

A Glossary of Frequently Used Terms and their definitions is located before the Index.

II. TOWN OF TIBURON HOUSING GOALS

H-A: To provide a variety of housing types which will meet the needs of present and future residents of Tiburon.

H-B: To encourage the type and placement of housing development consistent with the protection of open space and environmental constraints of the land.

H-C: To ensure that housing development is adequately served by essential services and infrastructure.

H-D: To protect and conserve the existing housing stock.

H-E: To preserve the present predominance of low-density residential development within existing and future neighborhoods throughout the community.

III. HOUSING POLICIES AND IMPLEMENTING PROGRAMS

The following pages set forth the Town's housing policies and implementing programs and are intended to foster the preservation, improvement and development of housing in the Tiburon Planning Area. All of the housing policies and programs are intended to provide equal housing opportunities for all persons regardless of race, religion, sex, marital status, ancestry, national origin or color.

Objectives for housing unit rehabilitation, production and conservation are described as "targets" in a five-year program. It is anticipated that the five-year program will result in the production of a sufficient number of units to meet total ABAG-specified housing needs for the Tiburon Planning Area, but not its distribution of very-low, low and moderate units.

HOUSING POLICIES

The Town's Role

H-1: To provide a leadership role in helping to attain the Town's housing objectives by periodically monitoring progress of housing programs.

H-2: To promote residential opportunities through the unique powers of the Redevelopment Agency.

H-3: To take necessary actions to prevent discrimination in the local housing market.

H-4: To work with private non-profit housing groups, such as the Tiburon Ecumenical Association or the Ecumenical Association for Housing, to identify opportunities for, and to provide and maintain affordable housing in the Tiburon Planning Area.

HOUSING POLICIES

H-5: To make available sufficient funds for providing needed services and facilities for housing.

H-6: To activate a Housing Committee appointed by the Town Council, as needed. The Committee shall have the responsibility of assisting in the implementation of the Housing Element as directed by the Planning Commission or by the Town Council through the Planning Commission.

H-7: While pursuing housing solutions within the Town, encourage the exploration of mechanisms for seeking regional housing solutions and opportunities, such as the creation of a regional housing committee comprised of representatives from Tiburon and other cities and unincorporated areas within Southern Marin County.

Protecting and Conserving Existing Housing

H-8: To pursue funding for conservation and rehabilitation of existing housing to preserve neighborhood character and to retain the supply of low and moderate income units.

H-9: To prohibit conversion of existing multiple family rental units to market rate condominium units unless the Town's rental vacancy rate is above 4-1/2 percent, except for limited equity cooperatives and other innovative housing proposals which are affordable to low and moderate income households.

H-10: To maintain the Town's existing stock of lower cost units. The 102 unit subsidized Hilarita apartment development should be preserved as lower cost housing.

H-11: To promote the retention of rental units and encourage rental subsidy programs which can be applied to existing housing.

H-12: To protect residents and maintain the housing stock by enforcing the housing code for all types of residential units.

H-13: To promote energy conservation programs which provide assistance for energy conservation improvements.

H-14: To encourage preservation of existing homes in "Old" Tiburon, and to approve new development in this area consistent with the historic quality of the area.

H-15: To protect and preserve housing units by granting density bonuses which allow the re-establishment of developments containing affordable housing units when such developments are damaged or destroyed by fire, earthquake, or similar disaster.

HOUSING POLICIES

New Housing

H-16: To ensure proper planning by requiring that sewer, water and other essential infrastructure is available to serve new housing by the time such housing is constructed. Developers shall participate in the funding of expanded infrastructure.

H-17: To permit development of residential uses within the land use designations of Village Commercial and Neighborhood Commercial where such uses will be compatible and will not adversely affect the area.

H-18: To allow affordable units within a market rate development to vary in design from market rate units so long as the project is architecturally harmonious. Attached units, smaller units and other design variations from market rate units may be permitted by the Town to reduce costs of providing affordable units and to act as an incentive for their construction.

H-19: To permit density bonuses consistent with state law for provision of affordable housing.

H-20: To require projects of 10 or more lots/units to provide at least 10 percent of their units affordable to low and/or moderate income households in perpetuity. This may be accomplished either by construction of the units, or by purchase of existing units for rental to low and/or moderate income households which would be controlled by a non-profit group or public housing authority. If, as a last resort, the project proponent demonstrates to the Town's satisfaction that provision of the units through construction and/or purchase is infeasible, the Town may allow payment of in-lieu fees of equal value to unit production/purchase (including land costs) requirements pursuant to the Town's ordinance. Projects of 2 to 9 single-family units shall be required to pay a pro-rata share of in-lieu fees pursuant to the Town's adopted inclusionary housing ordinance(s). The use of all housing in-lieu fees collected should be for actual construction or preservation of permanent affordable units or directly related expenses.

H-21: To require resale controls which ensure that affordable units are retained in perpetuity as affordable housing stock.

H-22: To encourage throughout the community the voluntary delivery of rental housing, especially for senior households, singles, single parents, and young households, by allowing secondary dwelling units in locations consistent with ordinance requirements and criteria.

H-23: To limit higher-density residential developments to those areas where adjacent land uses are architecturally compatible and where convenient commercial services and essential infrastructure are or will be adequate to serve such uses.

HOUSING POLICIES

H-24: To encourage architectural excellence and harmony with the physical environment.

Special Housing Needs

H-25: To encourage units accessible to the handicapped in all projects.

H-26: To encourage the construction of rental units and protection of existing rental housing stock.

H-27: To encourage provision of senior housing by considering density bonuses above general plan densities where senior projects are desirable and compatible with special senior needs (e.g. generally flat site, within walking distance to services and transit). Such projects shall only be allowed where the size of the structure and style of architecture are compatible with the surrounding neighborhood.

H-28: To encourage provision of low income housing units, especially for single persons, single parents, elderly and young families.

H-29: To allow mobile homes and manufactured housing when in compliance with applicable Town regulations as applied to single family dwellings.

H-30: To exempt affordable housing units from all Town Planning and Building Department fees.

H-31: To work with the County of Marin and Cities to seek a regional solution to the need for emergency shelters and transitional housing.

H-32: To recognize that the provision of affordable units is a high priority and shall not be relinquished as part of legal settlements.

Housing Opportunity Areas

H-33: To continue to search for housing opportunity areas where the potential to deliver affordable sales or rental units for people with special housing needs can be facilitated by the Town. Such sites or areas should meet the following criteria: **H-33(a) Adequate access** (transit, pedestrian, roadway), including transportation provided by the housing project, such as periodic shuttle buses; **H-33(b) Convenient to neighborhood services and facilities**, including services and facilities provided by the housing project and/or where transportation to such services and facilities is provided by the project; **H-33(c) Absent constraints which may be costly or impossible to mitigate** (geologic, flooding, soils, wetlands, etc.);

H-33(d) Adequate or cost-effective services available; **H-33(e) Adequate parking** or limited visitor parking where occupant transit is provided by the housing project; **H-33(f) Consistent with other elements of the General Plan.**

IMPLEMENTING PROGRAMS

Five-Year Housing Program 1991 Through 1995

Existing Housing

H-a: Development review and permit streamlining. The Town shall update selective sections of its ordinances to provide incentives for developing affordable housing and to reduce the processing time required for affordable housing applications. **Target:** Update ordinances in 1991/92; **Responsibility:** Planning Department.

H-b: Redevelopment Agency Powers. The Town may use its Redevelopment Agency powers to reduce the costs and expedite the construction of lower and moderate income housing by allocating tax increment funds to meritorious affordable housing projects, and facilitating the processing of affordable housing projects within redevelopment areas, among other actions. **Target:** Ongoing; **Responsibility:** Redevelopment Agency.

H-c: Rehabilitation Loan Programs. Continue to support rehabilitation loan subsidy programs. In cooperation with the Marin County Housing Authority (MCHA), the Town shall improve citizen awareness of rehabilitation loan subsidy programs. **Targets:**(1) Residential Rehabilitation Loan Program (MCHA) - 5 low-income units rehabilitated by 1995; (2) Rental Rehabilitation Program (MCHA) - 5 low-income rental units rehabilitated by 1995; **Responsibility:** Planning Commission, Town Council, Town Manager.

H-d: Condominium Conversions. Preserve rental housing by enforcement of Policy H-9 and the Town's condominium conversion ordinance. **Target:** Ongoing; **Responsibility:** Planning Department.

H-e: Rental Housing Assistance. Encourage federal, state and local rental housing programs. Work with the Marin County Housing Authority to implement the Section 8, Project Independence rental assistance programs, Marin Renters Rebate program, and any similar programs. **Target:** 1 to 2 low and moderate income units by 1995; **Responsibility:** Planning Department.

H-f: Acquisition of Housing. Strongly encourage the acquisition and rehabilitation of housing by non-profit sponsors seeking to acquire housing units in order to maintain ongoing affordability of the units as well as for rental as low and moderate income housing. This will include, but not be limited to:(1) support necessary to obtain funding commitments for governmental and non-governmental grants; (2) "fast-track" processing; (3) possible waiver of fees, as appropriate; (4) use of the Town's Housing Fund; (5) purchase by developers; and (6) in-lieu fees for developers of affordable units. **Target:** 6-8 low and moderate units by 1995; **Responsibility:** Non-profit sponsor in cooperation with Planning Department.

IMPLEMENTING PROGRAMS

H-g: Energy Conservation. Support energy conservation programs which provide assistance for energy conservation improvements. In cooperation with the Marin County Planning Department and Marin Citizens for Energy Planning (MCEP), the Town will improve citizen awareness of energy conservation programs. **Target:** 50 low-income units provided energy conservation improvement under MCEP's Home Weatherization Program by 1995; **Responsibility:** Planning Department.

H-h: Conservation of the Hilarita. The Town Council appointed Housing Committee shall study all reasonable options for preserving the Hilarita as affordable rental housing following the termination of the current subsidy program in 1994. The committee shall recommend specific funding mechanisms and actions for preservation of the Hilarita. **Target:** Study completed by June 1992; **Responsibility:** Appointed Housing Committee.

New Housing

H-i: New Housing Construction. Review new housing projects (private, non-profit and public agencies) and encourage those projects which meet the Town's housing needs. Continue to review and process development applications. **Target:** At least 400 new units by the end of 1995, assuming an average of 80 units built per year over the next five years (1991-1995) subject to essential infrastructure constraints. (Within Town: 150 units/30 units per year; within SOI: 250 units/50 units per year.); **Responsibility:** Private/public sponsors.

H-j: Affordable Unit Resale Regulations. Provide resale regulation of low- and moderate-income units and ensure that these units remain at an affordable price level. Implement resale controls and coordinate with the Marin County Authority to ensure that units remain affordable to low- and moderate-income households through appropriate provisions to control (1) appreciation of the units; (2) resale mechanisms; and (3) potential abuses. **Target:** Ongoing program; **Responsibility:** Planning Department with County Housing Authority.

H-k: Affordable Unit Eligibility Guidelines. Develop Eligibility Guidelines. **Target:** Adopted guidelines 1991; **Responsibility:** Planning Department.

H-l: Mixed Use. Allow mixed residential-commercial uses in areas consistent with the Land Use Element. Revise ordinances accordingly. **Program was completed in 1990.**

H-m: Accessible Units for the Physically Disabled. The Town will facilitate programs and projects which meet federal, state and local requirements to provide accessibility for the physically disabled in residential units and will promote affordable accessible housing for the physically disabled. The Town will encourage accessible units in all new projects; additionally, where outside funding is involved, the Town will ensure compliance with funding agency requirements for units accessible to the physically

IMPLEMENTING PROGRAMS

disabled. **Target:** 5% of the units built or approved should be adaptable for the physically disabled; **Responsibility:** Planning Department.

H-n: Subsidized Housing Programs. Encourage federal, state and locally subsidized new housing construction programs. Encourage project sponsors to apply for available federal, state or local subsidies for their projects. **Target:** 10 low and moderate income units by 1995; **Responsibility:** Planning Department.

H-o: Affordable Housing in New Developments. The Town will develop density bonus guidelines and incentives for renter and ownership projects which provide a minimum of 10% of total units affordable to low and moderate income households in perpetuity. Procedures for defining and monitoring "affordable" rental projects shall be included in this work effort. **Target:** Procedures to be proposed by 1991/92; **Responsibility:** Planning Department.

H-p: Emergency Housing. It has been determined that there are an insufficient number of homeless persons in the Town to warrant a Town-sponsored emergency housing program. Nonetheless, the Town is aware of the problem as it exists in the County. Therefore, the Town will participate in a county-wide action plan for providing emergency housing, halfway houses and homes with supervised care. The Town will work with the county, Marin cities and non-profit organizations involved in emergency or specialized housing, including housing for homeless, to create an inter-jurisdictional plan in which each community has an opportunity to address its special housing need and identify its local opportunity for meeting this need in order to meet each community's fair share. Funding for the plan preparation could be from Marin County Community Development Block Grant Funds. **Target:** Ongoing special project; **Responsibility:** Town Manager with Town Council and Planning Department.

H-q: Secondary Units. Regulate and allow secondary units. Continue to encourage secondary units in accordance with the Town's existing ordinance. Reevaluate the ordinance as needed. **Target:** Provide 20 new secondary units by 1995 (it is anticipated that most of these units will be at low market rates affordable to low and/or moderate income households in Tiburon); **Responsibility:** Planning Department.

H-r: Low and Moderate Income Housing Funds. Develop guidelines for use of available housing funds (in-lieu fees, redevelopment housing set-aside funds, and tax increment funds) in achieving the Town's affordable housing goals. **Target:** Develop guidelines by 1991/92; **Responsibility:** Planning Department and Town Council.

H-s: Cooperative Regional Effort. Actively promote the production of affordable units in Town while exploring the feasibility of joining forces with other cities and unincorporated areas in southern Marin County for the purpose of more effectively using available funds and limited housing opportunity sites to address regional housing needs.

IMPLEMENTING PROGRAMS

H-t: In-Lieu Fee Program. The Housing Committee shall review the Town's In-Lieu Fee Program and recommend appropriate fee increases such that the in-lieu fee is equivalent to the inclusionary unit requirement set forth in Policy H-20. **Target:** Revise in-lieu fee ordinance by end of 1991; **Responsibility:** Housing Committee and Planning Department to draft revision; Planning Commission to review and Town Council to adopt revised ordinance.

Housing Opportunity Areas

H-u: Housing Opportunity Areas.

H-u(a). Current Town Hall Site (3.8 acres) on Neds Way: May be considered for Town Hall and/or affordable housing. **Target Unit Production:** Unspecified; **Responsibility:** Non-profit sponsor with Town cooperation.

H-u(b). Bradley House on Esperanza Street: Construct additional very low and/or low income units. **Target Unit Production:** 3 very low income units by the end of 1991; **Responsibility:** Town.

H-u(c). Town Owned Highlands Site at the end of Cecilia Way: This three acre parcel shall be limited to four market rate or low/moderate income units; provided, however, that if the land is used exclusively for elderly housing, the above limitation on the number of units shall not apply, although the number of units in and size of the elderly housing project shall be compatible with the Bel Aire neighborhood and have no greater environmental impact than the foregoing options. **Target Unit Production:** At least 6 affordable senior housing units; **Responsibility:** Town joint venture with a Housing Group or developers.

H-u(d). Marin County Sites within Town Sphere. **Target:** 41 affordable units by 1995; **Responsibility:** Marin County.

H-v: Affordable Housing Sites Study. The Town Council appointed Housing Committee will study sites which may be appropriate for affordable housing. Sites for consideration may include the current Town Hall site, the Town-owned Highlands site, the ex-fire station site at Beach Road, as well as other sites identified by the Committee. The Committee shall report its findings and recommendations to the Planning Commission by August, 1992. Alternatively, the affordable housing sites study may be prepared by potential developers while in the process of meeting the requirements of Housing Element Policy H-20. **Target:** Study completed by August, 1992; **Responsibility:** Town Housing Committee and the potential Developer of vacant land suitable for large-scale residential use.

IMPLEMENTING PROGRAMS

H-w: Housing Sites Study in Commercial Areas. Evaluate the suitability of specific village and neighborhood commercial areas, including parking areas, for residential redevelopment (e.g. Cove Shopping Center area, Point Tiburon and the gas station at Beach and Tiburon Blvd.) Such a study would require detailed feasibility investigation of specific areas, contact with specific businesses, analysis of specific redevelopment site, etc. Alternatively, the housing sites study may be prepared by potential developers while in the process of meeting the requirements of Housing Element Policy H-20. **Target:** Study completed by 1992; **Responsibility:** Town Housing Committee and potential Developer of vacant land suitable for large-scale residential use.

H-x: ABAG Housing Need Numbers. Review and comment on any new housing need determinations made for the Town of Tiburon by the Association of Bay Area Governments (ABAG) to ensure that they consider the development constraints and projections in the Town of Tiburon General Plan. **Responsibility:** Town Planning Department.

IV. HOUSING NEEDS

Introduction. Under the state housing element requirement, housing needs are defined according to three categories: existing needs, projected needs, and special needs. Existing needs include those households overpaying for their housing, overcrowded conditions, and substandard units. Projected needs include the needs for all income categories including the locality's share of the regional housing need. Special housing needs include needs of the handicapped, elderly, large families, families with female heads of households, and families and persons in need of emergency housing.

Existing housing needs, identified in this element in Section VII Profile of the Tiburon Planning Area and Section VIII Housing Costs and Ability to Pay, include the following:

Substandard Units: 35 units needing rehabilitation
Overcrowded Units: 83 units
Overpayment: 1,062 households (renters and homeowners)

Special Housing Needs are identified in Housing Element Section IX Other Housing Needs, include the following: Affordable Rental Housing for Elderly Persons; Accessible Housing for Handicapped Persons; Housing for Persons Employed in Tiburon; and Housing for Persons Employed by the Town, particularly fire, police and other emergency personnel.

Projected Housing Needs are described in Section IV Housing Needs, Section V Vacant Land and Adequate Sites for Housing, and Section VI Constraints to the Development of Housing.

The information in this section represents the best data available at the time the Housing Element was prepared. While the United Way surveyed special needs in the County in 1990, that data was not yet available at the time the Housing Element was adopted.

ABAG Housing Needs Determination. Government Code section 65584 requires the Association of Bay Area Governments (ABAG) to determine existing and projected Bay Area housing needs and to determine each city's share of the Bay Area's need for housing. These local shares are to be considered in the development and updating of housing elements. The ABAG determinations take the following factors into consideration: market demand for housing, employment opportunities, availability of suitable sites and public facilities, commuting patterns, and type and tenure of housing. The most recent determinations were prepared and published by ABAG in the "Housing Needs Determinations, San Francisco Bay Region," dated September, 1988, hereinafter referred to as "the ABAG Report."

Government Code section 65584(c) gave the Town of Tiburon 90 days to review and revise the determinations contained in the ABAG Report. The determinations in the ABAG Report were not challenged by the Town of Tiburon.

Table 1 shows the ABAG housing needs determination for the Tiburon Planning Area. The ABAG categories are divided by income based on the Bay Area's median income.

Table 1: ABAG Housing Needs for the Tiburon Planning Area, 1989-1995.			
Income Level	Percent of Median Income	Number of Units	Percent of Total
Very Low	up to 50%	65	16.8
Low	51% to 80%	54	14.0
Moderate	81% to 120%	65	16.8
Above Moderate	121% & over	<u>210</u>	<u>52.2</u>
Total	--	385	100.0%

The Town of Tiburon projects that the Tiburon Planning Area will meet the ABAG housing needs determination for total number of units, but not for the distribution of very low, low, and moderate income units.

Table 2: Comparison of Housing Need with Estimated Future Construction, Rehabilitation, and Conservation, 1989-1995.			
CONSTRUCTION: <u>INCOME LEVEL</u>	<u>ABAG NEED</u>	<u>ESTIMATED NUMBER OF UNITS TO BE BUILT 1989-1995</u>	<u>PERCENT OF NEED</u>
Very Low Income	65.0	9.0	13.8
Low Income	54.0	17.0	31.5
Moderate Income	65.0	53.0	81.5
Above Moderate Income	<u>201.0</u>	<u>461.0</u>	<u>229.0</u>
Total 1989-1995	385.0	540.0	140.0%
CONSERVATION:	Hilarita - 102 units	--	--
REHABILITATION:	Residential Areas - 20 units	--	--

V. VACANT LAND AND ADEQUATE SITES FOR HOUSING

Vacant Land Inventory

The Tiburon Planning Area has 24 parcels of vacant land suitable for large-scale residential development within the 15-year planning period for this Element. In the Tiburon Planning Area, a "large-scale residential development" requires a site of four acres or more, since smaller sites usually yield fewer dwelling units. These sites are described on Table 3 by a code number, common name of the property, acreage of the property, and Land Use Designation and density range from the Land Use Element. Land Use Element Diagram LU-4, Vacant Land Inventory, shows the location of these sites by code number.

Both incorporated and unincorporated properties are included in Table 3. This is because Tiburon General Plan Land Use Element Policies LU-5 through LU-8 call for the annexation of all unincorporated lands in the Tiburon Planning Area within the planning period of the General Plan. Furthermore, the Marin County Local Agency Formation Commission (LAFCO) also has written policies that require annexation to the Town of the major unincorporated properties within the Town's Planning Area prior to development.

The majority of vacant land in the Tiburon Planning Area has infrastructure extended to at least one parcel boundary, except for several properties in the Paradise Drive Unincorporated Area, which do not have sanitary sewer service. Before projected buildout can occur, some off-site improvements will be necessary, such as water supply, and improved sanitary sewer service in 3 of the 4 Sanitary Districts serving the Tiburon Planning Area (Richardson Bay, Sanitary District No. 5, and Alto Sanitary District). Also, certain circulation improvements as specified in the Circulation Element may be necessary.

The Town of Tiburon permits mobile homes and manufactured housing on all residential parcels within the Town. The Tiburon Planning Area has one non-residential site with residential redevelopment potential: the existing Town Hall site of approximately 3.8 acres. This site is discussed in the following "Adequate Sites for Housing" section.

Table 3: Vacant Land Inventory and Zoning Density, April 1991 - Parcels Suitable for Large-Scale Residential Use

Code	Owner Name	Acres	Units*	Zoning & Dwelling Units/Acre	Location**
E-1	Chinai	17.4	4	0.2	Strawberry Unincorporated Area
E-2	Jampolsky	7.0	4	0.6	
S-1	Strawberry Hill	48.0	74	120,000 s.f. office, 52 single family residences & 22 duplexes approved.	
G-1	Neill Smith	34.0	14	0.4	Tiburon
G-2	Vincent Tai	5.6	6	1.0	Tiburon
K-1	Cherry	27.6	8	0.3	Tiburon
L-1	Harroman	101.0	30	0.3	Tiburon
L-2	Otani	8.7	2	0.2	Tiburon
L-3	Pinensky	4.6	3	0.6	Tiburon
L-4	Jay	15.7	10	0.6	Tiburon
N-1	Whole Systems	27.1	8	0.3	Tiburon
U-1	Ring Mtn Pcl H	5.3	4	0.8	Tiburon
U-2	Parente	10.0	5	0.5	Tiburon
U-3	Luce	5.6	3	0.5	Tiburon
U-4	Ring Mtn Pcl G	4.8	2	0.4	Tiburon
W-1	Taldan	15.6	22	1.41	Tiburon
C-1	Kilgore shore	16.4	8	0.5	Paradise Drive Unincorporated Area
C-2	Kilgore	23.0	9	0.4	
C-3	Slater	26.1	10	0.4	
C-4	Neill Smith	22.0	11	0.5	
I-1	Bank of CA	50.2	5	0.1	Paradise Drive Unincorporated Area
Z-1	Keil	14.2	3	0.2	
Z-2	Martha Co.	110.0	44	0.4	
Z-3	Martha Co. shore	15.0	5	0.3	

* Unit totals are approximate depending on precise acreage determinations.

**Tiburon General Plan Land Use Element Policies LU-5 through LU-8 demonstrate the Town's intent to annex all areas within the Town's sphere of influence as soon as feasible.

Adequate Sites for Housing

The suitability of the vacant land for affordable housing has been evaluated based on the following factors: 1) **Distance to public transit stops**, assuming that prospective tenants or buyers would require daily transit support; 2) **Distance to Strawberry Employment (Shopping) Center**, assuming that this area will offer the greatest number and variety of concentrated job opportunities; 3) **Distance to Downtown Tiburon** employment opportunities; and 4) **Predominant range of slope** given in percent of vertical drop over horizontal distance (i.e. a 10 foot drop over 50 feet horizontal distance is a 20% slope; Steep slopes are harder and more expensive to develop and are more difficult to traverse for the elderly and the handicapped). **Table 4 shows these criteria applied** to the vacant sites that are four acres or larger. The Town considers all of these sites suitable for housing.

Table 4 does not show either the current Town Hall site or the Town-owned Highlands site. Both of these sites, though under 4 acres each, are suitable for affordable housing. The current Town Hall site, a 3.8 acre parcel, currently contains the Town offices and police station. In April 1990, the Town narrowly voted down "Measure B", a proposal which would have permitted the Town to sell all or a portion of the current Town Hall site and the adjacent 2 acre parcel of land purchased with open space bond funds for the purpose of applying the proceeds of the sale to build and equip a new Town Hall at another site on the condition that the sold property be used primarily to construct senior citizen housing. Under the proposal, any excess of funds would have been placed in the Town's Open Space Fund. It was anticipated that the senior housing project would have had some percentage of affordable housing units. Notwithstanding the defeat of Measure B, the Town Hall site continues to be a suitable site for affordable housing should other arrangements be made for a new Town Hall at another location.

The Highlands Site is a 3 acre parcel of land owned by the Town with the potential for four low and moderate income units, or a senior housing project.

Rental housing is permitted on all residential sites in the Tiburon Planning Area. For affordable housing, rental units are preferred, since rental housing requires little capital to access. However, as the "Housing Costs and Ability to Pay" section points out, for-sale housing is a greater need in terms of the gap between cost and ability to pay.

Table 4: Eligibility of Adequate Sites for Affordable Housing.

Code	Owner	Distance to Transit Stop	Distance to Strawberry Employment Center	Distance to Downtown Tiburon	Percent of Predominant Slope
C-1	Kilgore shore	1.3	3.3	3.3	over 30%
C-2	Kilgore	1.3	3.3	3.3	over 30%
C-3	Slater	1.4	3.2	3.2	over 30%
E-1	Chinai	0.4	0.3	3.3	over 30%
G-1	Neill Smith	0.8	2.4	2.1	21-30%
C-4	Neill Smith	0.8	2.4	2.1	21-30%
G-2	Vincent Tai	0.5	3.0	1.3	over 30%
I-1	Bank of CA	2.2	4.3	2.2	over 30%
K-1	Cherry	0.3	1.7	2.1	over 30%
L-1	Harroman	0.6	3.7	0.8	under 20%
L-3	Pinensky	1.1	3.2	1.0	21-30%
L-4	Jay	0.6	3.3	0.2	21-30%
N-1	Whole Systems	0.9	3.3	7.3	over 30%
S-1	Strawberry Hill	0.5	0.3	0.4	over 30%
U-1	RingMtn PclH	5.3	1.7	3.1	over 30%
U-2	Parente	1.7	2.7	3.1	over 30%
U-3	Luce	1.7	2.7	3.1	over 30%
U-4	RingMtn PclG	4.8	1.7	3.1	over 30%
W-1	Taldan	0.5	1.0	3.5	21-30%
Z-1	Keil	1.2	5.0	0.9	21-30%
Z-2	Martha Co.	1.4	4.9	1.2	under 20%
Z-3	Martha Co. shore	1.2	5.0	1.0	over 30%

Source: Tiburon Planning Department, 1990.

VI. CONSTRAINTS TO THE DEVELOPMENT OF HOUSING

Sections 65583(a)(4) and (5) of the Government Code require a discussion of the past and current constraints to the development of housing. Such constraints include both non-governmental and governmental constraints. Non-governmental constraints include potential and actual constraints upon the maintenance, improvement or development of housing for all incomes such as availability of financing, the price of land, and the cost of construction. Governmental constraints include potential and actual constraints upon the maintenance, improvement or development of housing for all income levels as a result of land use controls, codes and their enforcement, site improvements, fees and other exactions, and local processing and permit procedures. State housing law requires the identification of these constraints so that where possible, such constraints may be addressed and removed. The following sections describe non-governmental and governmental constraints to housing in the Town Planning Area.

Non-governmental Constraints

1. Land Costs. Land prices in the Tiburon Planning Area are extremely high. Since the demand for housing in the area is high (vacancy rate 4.3%), the value of residential land is increasing and this cost is a substantial factor in the cost of providing housing. Land costs can entail over 50% of the costs of a home in Marin County, compared with 22% nationally. Contributors to the cost of land are the amount of land available, the density of residential use allowed, views, location, buildability, availability of community services, attractiveness of neighborhood and restrictions to development.

The cost of remaining vacant land in the Tiburon Planning Area varies. In 1989, single family lots sold for amounts ranging from \$320,000 to \$1,950,000. The median price was about \$460,000. The price of large parcels is difficult to determine because few of them are on the market. (Marin Association of Realtors, 1990)

2. Construction Costs. The costs of constructing housing have risen dramatically in recent years in the Bay Area. It has typically outpaced the general rate of inflation. Construction costs can vary greatly by design, materials, site considerations, as well as other variables. It can typically cost from \$85-\$100 per square foot, or more, to build a wood frame single-family detached home in the Bay Area. These costs do not include the cost of land, site preparation, and soft costs such as financing and fees. In Tiburon, typical costs to build a home per square foot range from \$125-150 or more. Most lots are sold and developed individually because of the demand for large size custom-built homes and amenities desired by purchasers. In addition, much of the land is on steep slopes and/or unstable geologic conditions exist requiring high site and structural preparation costs.

3. Financing Costs and Availability of Financing. Interest rates today are much lower than the highs of the early 1980's. In early 1990, interest rates were approximately 11% for a 30-year fixed rate mortgage. Lower interest rates can mean that housing is more affordable and that more households can qualify for loans. The following chart compares the income needed to purchase a house selling for \$610,000* at different interest rates with a 20% down payment of \$122,000 and 30-year fixed rate mortgage with 30% of income toward mortgage payment.

<u>Interest Rate</u>	<u>Mortgage Payment</u>	<u>Annual Income Necessary to Purchase</u>
9%	\$3,927	\$157,080
11%	4,647	185,895
13%	5,398	215,930

* Average value of 3 bedroom, 2.5 bath single family homes in Tiburon in March 1990 - Source: Coldwell Banker/SF Examiner

Financing is readily available for those households able to qualify for mortgages. The Town currently has \$650,000.00 of in-lieu housing fees and \$ 600,000.00 of redevelopment housing set aside monies. In addition, public and private financing for affordable housing is periodically available. Private, non-profit housing groups including Bridge Housing and the Ecumenical Association are potential "partners" with the Town for the development of affordable housing.

4. On-Site Improvements. Much of the land remaining for development has severe environmental limitations such as steep slopes, landslides and soil problems requiring expensive site work such as drilled pier foundations, retaining walls and earthwork.

Governmental Constraints

Governmental constraints to the maintenance, improvement or development of housing for all income levels include land use controls, building codes and their enforcement, site improvements, fees and other exactions required of developers, and local processing and permit procedures. The following analysis examines potential governmental constraints to determine whether any of the potential constraints identified pose an actual constraint in Tiburon.

1. General Plan The Tiburon Town Council adopted an updated general plan in September of 1989. The general plan reflects the Town's choice to maintain a low-density residential character, maintain adequate traffic service levels, protect sensitive resource areas, restrict development on hazardous areas and provide substantial open space areas among other policy choices. Goals, policies and programs contained in the general plan attempt to strike a careful balance between resource protection, quality of life and the demand for additional housing.

The goals and policies of the general plan may place substantial constraints on the provision of some housing types, and specifically medium and high density housing. However, general plan goals and policies which may constrain the development of additional medium and high density housing are not arbitrary. To the contrary, these goals and policies acknowledge the underlying physical conditions which pose constraints to the development of all types of housing and in particular medium and high density housing. These physical conditions include the following:

- a. Approximately 90% of the remaining vacant land in the Tiburon Planning Area is over 30 percent slope which increases the chances for unstable conditions in addition to dramatically increasing the cost of development;
- b. Much of the remaining vacant land under 30 percent in slope lies at the top of the significant ridges, the protection of which is critical to preserving Tiburon's visual character;
- c. There is widespread presence of unstable or potentially unstable slopes throughout the Tiburon Planning Area. A mass grading approach to development of these areas is unacceptable to the Town due to the environmental and aesthetic ramifications associated with mass grading. However, without a mass grading approach, the construction of medium and high density attached product type is not practical;
- d. Remaining large vacant parcels (over 4 acres) are limited in number and comprise the majority of Tiburon's remaining open space and habitat areas;
- e. Tiburon Boulevard, the main access route into the Town, has limited capacity to accommodate additional development and still operate at an acceptable traffic service level; and
- f. Paradise Drive, the main access to the Paradise Drive Unincorporated area, is a winding, narrow, two-lane road with limited opportunities for improvement. This road is considered a major constraint to development of additional housing units in this area.

Specific provisions contained in the general plan which may constrain development of new housing are discussed below:

Permitted Residential Densities

The housing element includes density standards ranging from 0.1 dwelling unit per acre to 12.4 dwelling units per acre. Allowable densities and corresponding categories are as follows:

VL	(Very Low Density Residential)	Up to 0.1 du/acre
LL	(Low Low Density Residential)	Up to 0.2 du/acre
L	(Low Density Residential)	Up to 0.5 du/acre
ML	(Medium Low Density Residential)	Up to 1.1 du/acre
M	(Medium Density Residential)	Up to 3.0 du/acre
MH	(Medium High Density Residential)	Up to 4.4 du/acre
H	(High Density Residential)	Up to 11.6 du/acre
VH	(Very High Density Residential)	Up to 12.4 du/acre

In general, the permissible densities are considered to be low. In addition, all of the vacant parcels of 4 acres or more in size are designated in the general plan for low density development, between 0.2 and 1.0 dwelling units per acre maximum. It is these large vacant parcels that could provide the greatest opportunity for development of additional affordable housing. At the same time however, these large vacant lands are highly physically constrained as will be described in more detail below. Only one large vacant parcel, the Jay property, is designated for multi-family housing in the zoning ordinance.

The general plan permits approximately 285 units on approximately 614 acres of vacant land, excluding parcels less than 4 acres in size. New development on parcels of more than four acres would result in an average of approximately .5 dwelling units per gross acre. However, since approximately 50% of the remaining vacant lands are not suitable for development due to steep slopes, geologic hazards and other physical and aesthetic constraints, net dwelling units per acre are likely to be two or three times greater than the gross dwelling units per acre the average would suggest.

Approximately 30 affordable units could be achieved by implementing Housing Element Policy H-20, which emphasizes the production of affordable housing units.

The low density general plan designations on these vacant lands reflects the physical constraints to development in these areas. Such physical constraints include steep slopes, geologic hazards, and limited access via Tiburon Boulevard and Paradise Drive. Thus, the permitted densities are not considered to pose an actual constraint to the development of new housing.

General Plan Open Space and Safety Elements

A number of open space and safety policies may be considered to constrain the Town's ability to provide additional housing. These policies, like the permitted densities, reflect the highly constrained physical conditions of the Tiburon Planning Area. For example, policy OSC-7 and policy SE-6 discourage development on slopes exceeding 40%. While these policies may result in removing more than 25% of the existing vacant lands from future development, they are based on the fact that as slopes increase so does the likelihood of slope failure. According to the safety element, slope failure is likely on Tiburon's generally unstable soils.

Other open space policies call for protection of sensitive habitat and vegetated areas. Policy OSC-5 calls for development to be located well below ridgelines due to the overriding visual significance to the Town of such ridges.

Taken together, these open space and safety policies may well restrict development of 50% of existing vacant lands. However, with the exception of the ridgeline policy, the restrictions are based on the avoidance of hazard areas and the preservation of sensitive resource areas. The ridgeline policy reflects the importance of protecting the Town's aesthetic qualities and addresses the Town's desires for neighborhood separators and open space area connectors.

Policy OSC-15, which establishes the goal of protecting 50% of large vacant parcels in open space, reflects the fact that better than 50% of the existing vacant lands are likely to be undevelopable due to physical constraints. Because the policies are driven by physical and aesthetic conditions, the open space policies contained in the general plan themselves are not considered to pose a constraint to development of new housing.

General Plan Circulation Element

The circulation element contains policies which establish desired traffic service levels. Specifically, policies C-2 and C-3 call for the maintenance of level of service C or D at all signalized intersections within the Tiburon Planning Area. In addition, the circulation element provides that all new development shall be required to pay a pro rata share of needed traffic improvements.

These policies may constrain the development of additional housing. However, the policies are based on the need to maintain adequate traffic service levels to allow access by emergency vehicles and to maintain the quality of life in the Town. Further, it is not anticipated that traffic service levels will decline below the acceptable levels established in the general plan before 1995. At that time, the element calls for the service levels to be reevaluated.

2. Zoning Ordinance. Under the Zoning Ordinance, most vacant land is zoned Residential Planned Development (RPD). Since the Ordinance reflects the General Plan, no additional constraints, not already described above, will result from implementation of the Zoning Ordinance. The RPD designation provides wide latitude in building densities and locations resulting in yields, lot sizes and locations of development. Under the RPD approach, approval of the ultimate yield, lot sizes and building locations could take up to one year.

3. On-Site Streets. Almost all vacant parcels over four acres in the Tiburon Planning Area are without adequate streets to serve proposed development. Developers of these parcels will be required to build on-site streets to serve development of these parcels. The acreage utilized by the streets will not affect permitted densities.

4. Processing and Permit Approval Process. Currently within the Town, minor subdivisions of four or fewer lots are processed by the Planning Commission and larger subdivisions are processed both by the Planning Commission and Town Council.

5. Local Permit Fees. Costs associated with the permit process may often act as a constraint to the development of affordable housing. Costs are related to processing, inspection, installation and plan storage. These costs are limited by California law to the cost to the various agencies of performing these services. Fees charged by the Town vary based on site conditions, site location, type and design of development.

Table 5: Approximate Town Permit Costs Total \$6,294.53 - \$6,333.53 for a 3,000 square feet single family home that costs approximately \$375,000 (approximately \$125.00 per square foot) to construct.

Building Permit	\$1,602.00	Design Review	Grading Permit
Plan Check	1,041.30	\$1,500.00	\$15.00 - 54.00
State Seismic Fee	26.25	Contractors	
Electrical Fee	320.40	Business License	Encroachment Permit
Mechanical Fee	144.18	\$ 450.00	\$ 50.00
Plumbing Fee	320.40	Plan Storage Fee \$	
Occupancy Fee	750.00	75.00	

Source: Tiburon Building Department, 1990

Depending upon the location, type and size of the project, there may be additional Town fees for planning, subdivision, environmental review and other fees including, but not limited to, the following fees:

Undergrounding Utilities	Site Dependent
Tiburon Blvd. Improvement Fund	\$1,974.00
In Lieu Park & Recreation Fees	500.00
Water Hookup	2,300.00 - 7,600.00
Water Meter Installation	1,330.00
Sewer Hookup	770.00 - 1,500.00

Other specific agency fees are also levied on new development as follows. The Reed Union School District charges a school fee of \$1.50 per square foot per unit. Water hookup fees for the Marin Municipal Water District range from approximately \$2,300 to \$7,600, depending on the site location, with an additional charge of \$1,330 for installation of the meter. Sewer hookup fees vary depending on the district. Sanitary District Number 5 charges between \$2,000 and \$2,200 per unit. The Richardson Bay Sanitary District charges approximately \$1,200 to \$1,500 per unit. Sanitary District No. 2 charges approximately \$770 per unit and the Alto Sanitary District charges approximately \$1,200 per unit. In addition, the Alto Richardson Fire Protection District charges a fee of 8.7 cents per square foot per unit. The Town has historically waived Town levied fees for Town sponsored affordable projects such as the Bradley House. Similarly, some of the agencies, including the Water District, have lowered fees by variance for affordable projects.

6. Codes and Enforcement. The Building Department requires a Residential Building Report upon the sale of dwelling units. If illegal units or uses are discovered during the inspection associated with the report, the Building Department requires these units to be brought into compliance with the code or abated. The impact of this on the number of housing units has been negligible. The Town has not adopted amendments to the State Housing Law nor the model building codes.

7. On-/Off-Site Improvements. On-/Off-Site improvements include parking, drainage improvements, roads, parks and other utilities. These improvements are summarized below. Parking requirements must be met on-site. Street widths are required to be sufficiently wide for two travel lanes. However, the street area does not affect the density or yield on a given site. Roads and utilities for subdivisions are constructed by the developer. Open space, drainage, streets, undergrounded utilities and parkland dedication or in-lieu fees are required. Clearly, all of these expenses can affect the price of a home. The greatest off-site costs typically are the drainage fees, which vary, and the Tiburon Boulevard Improvement Fund. Some developers are required to pay for additional off-site expenses such as traffic signals and storm drainage improvements.

8. Other Agencies. State agencies such as the Bay Conservation and Development Commission (BCDC) and federal agencies such as the U.S. Army Corps of Engineers are often a factor in the delay of development. Both agencies have jurisdiction over areas along the shoreline. The U.S. Army Corps and the State Department of Fish and Game have jurisdiction over wetlands and riparian corridors, among other sensitive resources. Processing of permits can take a minimum of 60 to 90 days and typically cannot be initiated until local approvals are final.

9. Article 34 Referenda. California law (Article 34) requires jurisdictions to place public housing projects on the ballot for local approval prior to construction. The Town of Tiburon held an Article 34 referendum in 1978 for the conversion of the Old Tiburon School to 12 units of housing for the elderly (Bradley House). The referendum passed by a 70% to 30% vote. A second Article 34 referendum was approved by the voters in 1989 to allow the construction of an additional three units to the Bradley House. These units were approved for construction in 1990 at a cost of approximately \$110,000 per unit. Pursuant to a recent State Supreme Court case, future Article 34 ballot measures need not be site specific or project specific. Thus, housing sponsors may proceed with projects which rely on pre-existing or future Article 34 authority.

Infrastructure Constraints

1. Highway. Congestion of U.S. Highway 101 is a regional problem. Expansion of the highway's capacity is the responsibility of Caltrans, while interchange improvements are now largely the responsibility of local governments and developers. The State of California is responsible for maintenance of the route. Marin County is preparing the U.S. Highway Corridor Plan Phase II Report to study ways to relieve congestion. Most alternatives for improvement to be studied are located in the middle and north sections of Marin County and will have little impact on the physical section of U.S. Highway 101 adjoining the Tiburon Planning Area. Town Policy has been to maintain the major access route, Tiburon Boulevard (State Route 131) as a two-lane road beyond Trestle Glen Road. Specific policies concerning circulation and traffic improvements are contained in the Circulation Element.

2. Water. The Tiburon Planning Area is supplied with domestic water by the Marin Municipal Water District (MMWD). According to the MMWD publication "Marin's Water Future" (June, 1989), the District provides water to over 56,000 services in a 147 square-mile area that includes Central and Southern Marin County. This area is served by a system of county-wide reservoirs and storage tanks with a capacity of 66 million gallons.

During the early 1970's, the District imposed a moratorium on new connections. The District lifted the moratorium after it increased water storage capacity, acquired additional water rights and encouraged conservation. In December 1986, the District passed mandatory conservation measures for all new construction. In August 1988, the District requested 15% voluntary rationing for Marin County residents. In March of 1989, this was increased to 35% mandatory rationing. One month later, as a result of significant rainfall, the rationing was lifted. Then on April 18, 1989, the District imposed a restriction on new water connections concurrent with the water rationing program. While the rationing program was lifted with the advent of significant rainfall, the restriction on new water connections will not be lifted until additional water supplies are developed. No new water connections are being allocated unless water was previously committed to the project. Approximately 2,000 units in the service area have what the District calls "off services" or a meter on the lot that is currently not in use. These lots can receive water from a special allotment set aside by the District for this situation. In order to get onto the waiting list for "new" water, a building permit or letter stating that a building permit will be granted once a water allocation is made, is required.

New sources of water being considered by the District include desalinization, water from Yuba County or additional water from the Russian River. The earliest that additional water supplies could be on line is between 3 and 4 years. Any new source or supply of water will require the passage of a public bond measure. The District anticipates that development of this additional water could significantly raise water fees.

According to a preliminary report on the Water Supply Master Plan, the District needs to expand its operational yield by 40 percent to serve the anticipated growth in Marin County by 2025. The report recommends that the District add 14,000 acre-feet to its annual water supply before restrictions can be lifted. If infrastructure capacity limits are reached in the District, such capacity limits could affect the timing of production of new housing within the area served by the District.

3. Sewage Treatment. Although parts of the Tiburon Planning Area have no sewer systems available, the Regional Water Quality Control Board will no longer permit septic systems. In all cases, sewer lines could be extended to potential development areas. If infrastructure capacity limits are reached in a district, such capacity limits could affect the timing of production of new housing within the area served by the respective district. Four sanitary districts serve the Tiburon Planning Area:

-Richardson Bay Sanitary District -Sanitary District No. 5
-Marin County Sanitary District No. 2 -Alto Sanitary District

Richardson Bay Sanitary District (RBSD) and Alto Sanitary District (ASD) have their effluent sent to the Sewer Agency of Southern Marin (SASM) treatment station in Mill Valley. Sanitary District No. 5 treats its effluent on-site in Tiburon and the Marin County Sanitary District No. 2 sends effluent to the Central Sanitary District of Marin County at San Rafael.

The Water Board has placed limits on the number of new connections permitted by the two districts served by SASM, which are entirely within the Town of Tiburon Planning Area, as follows:

Richardson Bay Sanitary District - 730.6 equivalent dwelling units.
Alto Sanitary District - 135.0 equivalent dwelling units.

An "equivalent dwelling unit" allows allocations to be made to either housing units or to commercial establishments in increments which are weighted like dwelling units.

The Tiburon General Plan proposes development within the service areas of both of the districts subject to limits. The amount of development proposed in the General Plan exceeds the allocation of equivalent dwelling units for the Alto Sanitary District but is slightly less than the Richardson Bay Sanitary District limits.

However, when secondary units are considered, RBSD limits would probably be exceeded. When office development at Strawberry Employment Center is considered, RBSD limits will certainly be exceeded.

CONCLUSION

As discussed above, much of the regulation and fees that accompany the development of housing acts to increase the cost of housing and constrains the availability of affordable housing. Yet these regulations and fees are needed to protect existing residents from the otherwise externalized costs of new development, and to ensure the health, safety and welfare of residents.

A review of Tiburon's policies and regulations indicates that the Tiburon Planning Area may not be able to meet demand for a wide variety of housing since the majority of remaining vacant land is suitable only for low density single family housing. The extent to which vacant lands are physically constrained is an atypical constraint to the development of multi-family and affordable units. Possible ways in which the Town of Tiburon can lessen the constraints on the construction of affordable housing imposed by its regulatory system include the following:

1. On a case by case review basis, allow secondary dwelling units on lots of less than 10,000 square feet;
2. Eliminate permit fees for affordable units;
3. Designate a portion of the current Town Hall site for multi-family housing to suit the needs of the elderly or below-market needs and possibly relocate the Town Hall to free the site for housing;
4. Increase densities where appropriate to accommodate affordable housing;
5. Raise in lieu fees to a realistic level;
6. Work in conjunction with the County and Marin cities to fund affordable housing in areas zoned appropriately with easy access to transit and/or employment centers.

VII. PROFILE OF THE TIBURON PLANNING AREA

Summary of Recent Growth Projections

The Association of Bay Area Governments (ABAG) in Projections '90 estimates that the Tiburon Planning Area will grow by 1,200 persons between 1990 and 1995 and by 1,900 persons between 1990 and 2005. Households are expected to increase by 600 households between 1990 and 1995, and by 1,150 between 1990 and 2005. The average size of the household over the same period is expected to decline from 2.20 persons per household to 2.10 persons per household. Countywide, the average household size is projected to decrease to 2.20 persons per household by 2005. (See table 6, below).

Table 6: Overview of Tiburon Planning Area, Population Projections 1990-2005.

	<u>1990</u>	<u>1995</u>	<u>2000</u>	<u>2005</u>
Population	13,700	14,900	15,200	15,600
Households	6,230	6,830	7,100	7,380
Average Household Size	2.20	2.17	2.13	2.10

Source: ABAG, Projections '90

Population Trends in the Tiburon Planning Area

Population growth in the Tiburon Planning Area is slowing dramatically. The decade of greatest numerical growth occurred in the 1950's. As Table 7, Population Trends, Past, Existing and Projected, indicates, this is partially reflected in Marin County and the Bay Area, although their growth rates were substantially less in the 1950's and 1960's. Between 1990 and 2005, the Bay Area is projected to grow at a greater rate than either the Tiburon Planning Area or Marin County in the next decade.

Table 7: Population Trends, Past, Existing and Projections.

	Tiburon Planning Area	Tiburon as a Percent of Marin County	Marin County	Marin County as a percent of the Bay Area	Bay Area
	-----	-----	-----	-----	-----
1950	2,032 (a)	2.4%	85,619 (c)	3.2%	2,681,322 (c)
1960	6,850 (a)	4.7%	146,820 (c)	4.0%	3,638,939 (c)
1950-1960 Increase	237.1%		71.5%		35.7%
1970	12,000 (a)	5.8%	208,150 (c)	4.5%	4,630,311 (c)
1960-1970 Increase	75.2%		41.8%		27.2%
1980	13,336 (c)	6.0%	222,568 (c)	4.3%	5,179,784 (c)
1970-1980 Increase	11.1%		6.9%		11.9%
1990	13,700 (b)	6.1%	224,750 (b)	3.9%	5,800,850 (b)
1980-1990 Increase	2.7%		1.0%		12.0%
1995	14,900 (b)	6.4%	231,700 (b)	3.8%	6,136,750 (b)
1990-1995 Increase	8.8%		3.1%		5.8%
2000	15,200 (b)	6.3%	240,700 (b)	3.7%	6,442,400 (b)
1995-2000 Increase	2.0%		3.9%		5.0%
2005	15,600 (b)	6.3%	248,750 (b)	3.7%	6,656,950 (b)
2000-2005 Increase	2.6%		3.3%		3.3%

 (a) Estimated from U.S. Census
 (b) ABAG, "Projections 90"
 (c) Actual U.S. Census data

Employment Trends

Population distribution, while important, is only one part of the housing equation. The other part is employment. Jurisdictions which do not balance a high increase in employment with a high increase in population (or housing opportunities), can expect an increase of in-commuters to those jobs in the morning and an increase in out-commuters in the evening.

The Tiburon Planning Area has had only modest employment growth in the past and, according to ABAG, will have less growth in the future. Between 1990 and 2005, employment in the Tiburon Planning Area is expected to increase by approximately 230 persons, from approximately 2,950 total jobs to approximately 3,180 jobs. Over the same period, employed residents are expected to increase by 1,300 persons. See Table 8, below.

Table 8: Employment Trends According to ABAG, Projections '90.

	ABAG Projections for the Tiburon Planning Area	ABAG Projections for Marin County	Tiburon Planning Area as a Percent of Marin County	ABAG Projections for the Bay Area	Tiburon Planning Area as a Percent of Bay Area
	-----	-----	-----	-----	-----
1980	2,480	77,853	3.2%	2,535,155	0.10%
1990	2,950	99,950	3.0%	3,073,280	0.10%
1980-1990 Increase	19.0%	28.4%			
1995	3,140	114,910	2.7%	3,418,900	0.09%
1990-1995 Increase	6.4%	15.0%			
2000	3,130	123,680	2.5%	3,705,980	0.08%
1995-2000 Increase	-0.3%	7.6%			
2005	3,180	132,660	2.4%	3,954,160	0.08%
2000-2005 Increase	1.6%	7.3%			

Source: ABAG, "Projections 90"

The Town of Tiburon has substantial numbers of "uncounted" employees which do not show up as projected or estimated employment by ABAG, even though jobs are actually held, income is actually earned and members of the labor force are participating in the economy. The reasons that some jobs are not accounted for is due to ABAG's projection procedures which depend in part upon the California Employment Development Department (EDD) estimates of jobs. EDD data is based on wage and salary employees and does not take into account sole proprietors, the self-employed, family workers, and domestic workers in the household.

In the Tiburon Planning Area, the uncounted employees consist of two major groups: domestic workers, (such as maids, gardeners, au pairs, and caretakers) and persons with businesses in their homes. To substantiate that there are many home businesses in the Town that may not be counted as employment, a comparison of Town business licenses to commercial telephone numbers listed in the reverse directory for the Town indicated that only 62% of the listed businesses have business licenses. This indicates that many workers are not counted in any one source. However, when such workers (typically low-skilled and at low pay scales) are housed where they work three benefits emerge: 1) The commute trip is eliminated; 2) Persons who might be unemployed and seeking work are employed as domestic workers; 3) Households who might be unhoused and seeking affordable housing are provided housing as part of their jobs.

Surveys were taken for the General Plan that are referred to in this Element. These surveys include a Housing Unit Survey conducted in 1986 by Kahn Mortimer Associates. The Housing Unit Survey indicated that 18% of all single family residences have at least one person earning income from the home resulting in approximately 550 persons working in their homes. The Housing Unit Survey also found that 4.6% of all single family residences have live-in employees resulting in approximately 140 employees. This indicates a total of approximately 690 uncounted workers in the Tiburon Planning Area.

Jobs/Housing Balance

The concept of a jobs/housing balance is being used by planners to measure the degree to which sub-regions are inducing commute travel as they grow and develop. A jobs/housing balance is achieved in a sub-region where there is a ratio of jobs to households equal to the ratio of workers to households. For example, a city that has an average of 1.5 workers per household would need to produce 1.5 jobs for every household to be in balance. A sub-region is said to be out of balance if it either has more jobs than workers (i.e. is job rich) or has more workers than jobs (i.e. is housing rich). In 1980, the Tiburon Planning Area had 0.42 jobs to households. This ratio is expected to rise to 0.47 in 1990 and then fall back to 0.43 in 2005. See Table 9. This imbalance forces a net out-commute every morning and a net in-commute every evening.

Table 9: Jobs/Housing Balance.

Year	Number of Jobs	Number of Households	Ratio of Jobs to Households	Ratio of Employed Residents to Households
1980	2,480	5,866	0.42	1.28
1990	2,950	6,230	0.47	1.30
1995	3,140	6,830	0.46	1.29
2000	3,130	7,100	0.44	1.30
2005	3,180	7,380	0.43	1.27

Source: ABAG, Projections '90

Employee Salaries

The Employer Survey in 1986 found a median employee salary for people who work in the Tiburon Planning Area of \$12,500.00 per year. This low number included part-time employees including children and spouses of primary wage earners. In 1987, the Household Income Survey sampled information of employee salaries and household income and found a median annual employee salary of \$12,650.00 and a median household income of \$36,000.00 per year. This data indicates that most employees working in the Tiburon Planning Area bring home less than other members of their household, and that salaries paid to Tiburon Planning Area employees do not reflect the total income available for housing costs. The Tiburon Planning Area employees' annual household income of \$36,000.00 is almost identical to the 1986 Marin County Median Income of \$36,300.00. However, this household income is still insufficient to purchase market-rate housing in the Tiburon Housing Area.

Housing Characteristics

1. Number of Housing Units.

The number of past, existing and projected housing units for the Tiburon Planning Area is shown in Table 10. Housing units are expected to increase by approximately 540 units between 1989 and 1995. Approximately 135 of these units are expected to be multi-family units, while the remaining 405 units are expected to be single family units. Based on 1990 post-census data, as of April 1, 1990 there are 3,500 housing units within the Town of Tiburon, and 2,700 housing units within the unincorporated areas in the Tiburon Planning Area, for a total of 6,200 housing units.

Table 10: Number of Housing Units (Past, Existing & Projected) in Tiburon Planning Area.

<u>Year</u>	<u>Number of Housing Units</u>
1960	2,416 (a)
1970	4,556 (a)
1980	6,052 (a)
1990	6,200 (a)
1995	6,740 (b)
2000	7,060 (b)
2005	7,200 (b)

Sources: (a) U.S. Census; 1990 data based on preliminary counts;
 (b) Projection of the Tiburon Planning Department, 1990

2. Average Household Size. The basis for population projections are household projections. When households increase, population often increases. However, changing household sizes can distort this relationship. If household size decreases, then households can increase slightly and still result in decreasing population. This has occurred in the past in San Francisco. In the Tiburon Planning Area, a declining household size steadily lowered population growth until 1980.

Household composition is changing while household size is decreasing. In 1980, the U.S. Bureau of the Census found a household size in the Tiburon Planning Area of 2.27 persons. ABAG Projections '90 predicts that household size will continue to decline between 1990 and 2005. One major reason for the declining household size is the increase of elderly households. Other reasons for declining household size include the following: 1) people are having fewer children; 2) there are more single-parent households; 3) people are getting married later in life; and 4) the divorce rate has increased since 1950. All of these factors have combined to decrease the average household size.

Table 11: Projections of Population, Household Size and Households, Tiburon Planning Area, 1950 - 2005

<u>Year</u>	<u>Approximate Population</u>	<u>Household Size</u>	<u>Approximate Households</u>
1950	2,032 (a)	3.15 (a)	645 (b)
1960	6,850 (a)	3.13 (a)	2,206 (b)
1970	12,000 (a)	2.74 (a)	4,392 (b)
1980	13,512 (c)	2.27 (c)	5,866 (c)
1990	13,900 (c)	2.20 (c)	6,230 (c)
1995	15,100 (c)	2.17 (c)	6,830 (c)
2000	15,400 (c)	2.13 (c)	7,100 (c)
2005	15,800 (c)	2.10 (c)	7,380 (c)

Sources: (a) Estimated from U.S. Census data; (b) U.S. Census; (c) ABAG, Projections '90.

This Housing Element adopts the projections of ABAG, Projections '90. The Land Use Element proposes a standard consistent with ABAG projections of 2.2 persons per household for multi-family construction.

3. Type of Housing Units. Past data for housing units broken out by type is unavailable for the entire Tiburon Planning Area, but a Land Use Survey by the Town of Tiburon indicates that the incorporated area has a greater percentage (55%) of single family units than the entire Tiburon Planning Area (48%). It is likely that the percentage of single family units will increase slightly over the next 20 years.

Almost 5% of all housing units in the Tiburon Planning Area in 1986 were secondary units, based on estimates by Kreines & Kreines. Most of the secondary units are not recorded with the Town and are considered by the Town as illegal units. This phenomenon is less pronounced in the unincorporated areas of the Tiburon Planning Area.

The Housing Unit Survey found that approximately 7.8% of all responding households had other households living on their property. Some of these may be tenants, boarders or live-in household help. It is probable that almost 10% of all Tiburon Planning Area single family dwellings have additional households living in secondary units. This conclusion is based on the following data:

Table 12: Survey of Secondary Dwelling Units in Tiburon, 1986.

	<u>Percent of Respondents</u>	<u>Total Number</u>	<u>Imputed Total</u>
Secondary Unit Sharing Lot with primary household	7.8%	3,054	238
Live-ins on Property	<u>4.5</u>	3,054	<u>137</u>
Subtotal of Potential Secondary Units	12.3%		375
Less Reported Secondary Units	<u>2.6</u>	3,054	<u>79</u>
Total Estimated Secondary Units	9.7%		296

Source: Household Unit Survey, 1986

These data conform closely to the estimate of 295 secondary units reached by comparing results of the Household survey with the Marin County Assessor's rolls.

Table 13: Type of Units, Town of Tiburon and the Tiburon Planning Area, 1986

Type of Units	Number in Town of Tiburon	Percent of Town of Tiburon	Number in Tiburon Planning Area	Percent of Tiburon Planning Area
Single Family	1,902	55.2%	3,054	48.3%
Two-family	262	7.6	372	5.9
Multi-family	1,281	37.2	2,608	41.2
Secondary Units	295(a)	4.7		
Totals	<u>3,445</u>	<u>100.0%</u>	<u>6,329</u>	<u>100.0%</u>

Source: Town of Tiburon Land Use Survey, 1986. (a) Secondary units were estimated as the difference in units as related to households found in the Household Survey and the number of total units recorded by the Marin County Assessor. The reliability of this data is uncertain, but data on illegal units is always difficult to substantiate.

Table 14, shows the breakdown of housing units by type to be added in the Tiburon Planning Area between 1990 and 2005. Single family units will predominate, primarily because of the type of land remaining to be developed in the Tiburon Planning Area. Legally authorized secondary dwelling units will be a small proportion of new units created.

Table 14: Projected Type of Units to be Added Between 1990 and 2005

	<u>Number of Units</u>	<u>Percent</u>
Single-Family	831	83.1%
Two-Family	36	3.6%
Multi-Family	123	12.3%
Secondary Units (legal)	10	1.0%
Totals	1,000	100.0%

Source: Town of Tiburon Planning Department, September 1990.

4. Existing Affordable Housing. There are a number of affordable housing projects within the Tiburon Planning Area. These projects are described briefly in this section.

The Hilarita, an FHA insured multi-family rental project, provides 102 units of below market rent units affordable to moderate and low income households. The project is owned by a limited partnership with Tiburon Ecumenical Association as the managing partner. The agreements that provide the subsidies to this project will expire in 1994. At that time, the Ecumenical Association has the first right of refusal at the time of sale to purchase the project. The Town is working to maintain the Hilarita as affordable housing.

Other affordable projects in the Tiburon Planning Area include the Bradley House, Point Tiburon, Kruger Pines and Tiburon Hill Estates. The Bradley House provides 12 units of housing affordable to seniors. Recently, three new units were approved for addition to the Bradley House, and are currently under construction. Point Tiburon includes 20 units (of 155 total units) which were sold for below-market rates. These units are subject to a deed restriction which requires that they be resold as affordable units. The Tiburon Hill Estates Condominium Project contains 16 units which are to be maintained as affordable units in perpetuity. An additional 40 units must be maintained as rental units in perpetuity. With the exception of the Hilarita, none of these units is in jeopardy of reverting to market rate housing.

5. Housing Tenure in the Tiburon Planning Area.

In 1980, 53% of housing units in the Tiburon Planning Area were owner-occupied and 47% tenant-occupied. The Household Survey indicated 67% of housing units were owner-occupied and 33% were tenant-occupied.

Table 15: Housing Tenure, By Census Tracts, 1980.

Tenure	Census Tract 1241	Census Tract 1242	Census Tract 1250	Total Tiburon Planning Area
Occupied Units	1,913	2,261	1,692	5,866
Number of Owner Occupied Units	1,049	1,415	622	3,086
Percent of Owner Occupied Units	54.8%	62.6%	36.8%	52.6%
Number of Renter Occupied Units	864	846	1,070	2,780
Percent of Renter Occupied Units	45.2%	37.4%	63.2%	47.4%

Source: U.S. Census, 1980

6. Age of Housing Units in the Town of Tiburon.

Data on age of housing units are only available for 1980 in the Town of Tiburon. No records are available for the unincorporated area, although similar distribution is assumed. The majority of housing units in the Tiburon Planning Area were built within the 20 years between 1950 and 1970, which corresponds to the growth in population during that period.

Table 16: Age of Housing Units, Town of Tiburon.

	<u>Number</u>	<u>Percent</u>
1939 and earlier	201	7.4%
1940 to 1949	133	4.9%
1950 to 1970	1,564	57.9%
1971 to 1980	804	29.8%
Total through 1980	2,702	100.0%

Source: Tiburon Housing Element, 1984

7. Housing Conditions in the Tiburon Planning Area.

A windshield survey conducted in 1987 by the Town of Tiburon within the Town limits found 11 deteriorated housing units and one dilapidated unit (since demolished). A windshield survey conducted by Kreines & Kreines in 1987 of the unincorporated area of the Town of Tiburon Planning Area found an additional 23 deteriorated units. Thus, a total of 35 units could be considered to be in need of rehabilitation.

8. Number of Overcrowded Units. Overcrowded units are defined as those containing 1.01 or more persons per room. Overcrowding was included in the 1980 U.S. Census. The Household Survey found that the number of rooms per housing units in 1986 (5.91 rooms) is an increase over the number of rooms per housing unit in 1980 (5.36 rooms) by the U.S. Census. However, more persons per household were found in 1986, and the number of rooms per person in a household is actually a closer approximation of overcrowding.

In 1980, the U.S. Census found 2.36 rooms per person (an average of 0.42 persons per room) while the Household Survey found 2.38 rooms per person (an average of 0.42 persons per room). It can be assumed that overcrowding is approximately the same today as it was in 1980. See Table 17, which is on the following page.

Table 17: Number of Overcrowded Units by Census Tracts, 1980.

	<u>1241</u>	<u>1242</u>	<u>1250</u>	<u>Total Tiburon Planning Area</u>
Total Over- crowded Units	15	23	45	83
% of Households in Overcrowded Units	0.8%	1.0%	2.7%	1.41%
Number of Overcrowded Rental Units	5	15	41	61
Number of Overcrowded Owner Occupied Units	10	8	4	22

Source: U.S. Census, 1980

Note: Overcrowded units are those containing 1.01 or more persons per room.

9. Household Income.

Household income is a critical variable in determining ability to qualify for buying or renting housing. While households with asset accumulations (e.g. previous home) may not be as constrained by household income, most households are guided by their regular ability to pay rent or mortgage payments. Each year the United States Department of Housing and Urban Development (HUD) publishes income limits for California to be used in conjunction with Federal housing programs. These statistics are reported by primary metropolitan statistical area (PMSA) or by county where no PMSA has been defined. State housing law requires that these HUD figures be used when defining lower income households (see Health and Safety Code Section 50079.5). The PMSA that is applicable to Tiburon is the San Francisco PMSA. The median family income for 1990 in that PMSA is \$45,600.

While the median family income covers a large area, studies done in 1986 by Kahn Mortimer Associates found a median household income in 1986 for the Tiburon Planning Area of \$44,986 and for the Town of Tiburon of \$70,306. There is a large variance in these data permitting only general conclusions. Household income in the Tiburon Planning Area (particularly in the Town of Tiburon) is much greater than the San Francisco PMSA. By comparison, information provided by the Housing Authority in Marin County indicate that the median income for a 4-person Marin household was 42,500.00 in 1988.

VIII. HOUSING COSTS AND THE ABILITY TO PAY

Level of Payment Compared to Ability to Pay: In 1980, 39.6% of Tiburon renters and 35% of Tiburon owners were overpaying for housing.

Table 18: Number of Persons Overpaying for Housing

<u>Income Level</u>	<u>Renters</u>	<u>Homeowners</u>
Under \$5,000	53	32
\$5,000 to \$9,999	54	63
\$10,000 to \$14,999	89	69
\$15,000 to \$19,999	53	55
\$20,000 and over	97	397
Total	346	616

Source: Town of Tiburon, Housing Element, 1984, p. 11.

Housing Costs

Housing costs for a three-bedroom, single family home in Tiburon have risen 115% between 1980 and 1989 as shown in Table 19.

Table 19: Average Sales Price of a 3 Bedroom Single Family Home in the Tiburon Planning Area.

	<u>1980</u>	<u>1985</u>	<u>1990</u>
Average Sales Price	\$283,345(a)	\$333,553(b)	\$610,000(c)

Sources:(a) Town of Tiburon, Housing Element, 1984, p. 5; (b) Kahn Mortimer Associates, Tiburon General Plan Data Book, 12,86, p. 21; (c) Average Value, Coldwell Banker/San Francisco Examiner, 1990

Home Ownership Affordability

According to HUD, the median income for a family in 1986 was \$36,300. According to the Household Survey, the median income for the Tiburon Planning Area for 1986 was \$44,986 and for the Town of Tiburon was \$70,306. According to HUD, the median income for the PMSA is \$45,600. With a median family income in 1990 being \$45,600, Table 20 approximates the Tiburon Planning Area median income and the Town of Tiburon median income.

Table 20: Estimated Median Family Income

Year	HUD	Tiburon Planning Area	Town of Tiburon
1986	\$36,300	\$44,986	\$70,306
1990	45,600	56,511	88,318
% Change	25.6%	25.6% (est)	25.6% (est)

Source: Terrell Watt, Planning Consultant, 1990

Table 21 shows what a family earning the HUD, Tiburon Planning Area, or the Town of Tiburon median income could afford to spend to purchase housing. This table is based on a 20% down payment and a 30-year fixed mortgage at a 11% interest rate. The breakdown is given for 25% and 30% of gross income spent for housing costs.

Table 21: Home ownership at HUD, Tiburon Planning Area, and Town of Tiburon Estimated Median Income Levels

Income Levels	Annual Income	Monthly Payment	Down Payment	Mortgage Amount	Price of Housing
HUD:					
25% of Income	\$45,600	\$ 950	\$24,939	\$ 99,755	\$124,694
30% of Income	45,600	1,140	29,927	119,706	149,633
Tiburon Planning Area:					
25% of Income	\$56,511	\$1,177	\$30,906	\$123,624	\$154,530
30% of Income	56,511	1,413	37,087	148,349	185,436
Town of Tiburon:					
25% of Income	\$88,313	\$1,840	\$48,299	\$193,195	\$241,494
30% of Income	88,313	2,208	57,959	231,834	289,793

Source: Terrell Watt, Planning Consultant, 1990

Table 22 shows the income necessary to purchase a home in Tiburon at the 1989 average value for a 3 bedroom home. This chart is based on a 20% down payment with a 30-year fixed mortgage at 11%. The breakdown is given for 25% and 30% of gross income spent for housing costs.

Table 22: Income Needed to Purchase a Home (in dollars)

	<u>Annual Income</u>	<u>Monthly Payment</u>	<u>Down Payment</u>	<u>Mortgage Amount</u>	<u>Price of Housing</u>
25% of Income	223,074	4,647	122,000	488,000	610,000
30% of Income	185,880	4,647	122,000	488,000	610,000

Source: Terrell Watt, Planning Consultant, 1990

The median family income has been increasing at a slower rate than the price of housing. Therefore, fewer households can afford to purchase housing in the Tiburon Planning Area.

For first time buyers in the County of Marin, housing has become exceedingly difficult to purchase. The median price of a home in the County was \$270,997 in 1988 according to the Marin County Housing Element. The annual carrying costs, including mortgage payments, property tax and insurance with a 20% down payment and a 30-year fixed mortgage at 10% interest would be affordable to households earning \$88,700.00. These figures indicate that far less than half of the County's population would be able to purchase a home for the first time in the County.

Housing Rent: Housing rents have risen between 1981 and 1989.

Table 23: Average Rent in Tiburon

	<u>1981</u>	<u>1986</u>	<u>1989</u>
2 bedroom apartment	\$550-795(a)	\$975(b)	\$1,100(c)

Source: (a) Town of Tiburon Housing Element, 1984; (b) Kahn Mortimer Associates, Tiburon General Plan Data Project, 1/30/87, p. 4; (c) Rental survey 3/90, Terrell Watt, Planning Consultant.

While rental costs have grown by about 13% from 1986 to 1989, this is about half the rise in median income for the same period. As such, while home ownership may becoming more difficult, the financial ability to rent an apartment in Tiburon has increased.

Rent Affordability

Table 24 shows what a family earning the HUD, Tiburon Planning Area, or Town of Tiburon median incomes could afford to spend for rent. The breakdown is given for 25% and 30% of gross income spent for rent. Table 25 shows the income necessary to rent a two bedroom apartment in Tiburon at the 1989 average rent. From 1986 to 1990, the HUD median household income for the Tiburon Planning Area has increased over 25% from \$33,600 to \$45,600. The median rent increased at only a 13% rate. However, the median income person must still spend over 25% of monthly income for rent.

Table 24: Rental Affordability: a) at HUD Median Income, b) at Tiburon Planning Area Median Income, and c) at Town of Tiburon Median Income.

Rental Affordability: a) at HUD Median Income			
	<u>Annual Income Range</u>	<u>Rent Amount at 25% of Income up to \$475</u>	<u>at 30% of Income up to \$570</u>
Very Low Income:	up to \$22,800		
Low Income	\$23,256 to \$36,480	\$ 485 to \$ 760	\$ 581 to \$ 912
Moderate Income	\$36,936 to \$54,720	\$ 770 to \$1,140	\$ 923 to \$1,368
Above Moderate Income	\$55,176 and over	\$1,150 and over	\$1,379 and over

Rental Affordability: b) at Tiburon Planning Area Median Income

Very Low Income:	up to \$28,256	up to \$589	up to \$706
Low Income	\$28,821 to \$45,209	\$ 600 to \$ 942	\$ 720 to \$1,130
Moderate Income	\$45,774 to \$67,813	\$ 954 to \$1,413	\$1,144 to \$1,695
Above Moderate Income	\$68,378 and over	\$1,425 and over	\$1,709 and over

Rental Affordability: c) at Town of Tiburon Median Income

Very Low Income:	up to \$44,156	up to \$910	up to \$1,104
Low Income	\$45,040 to \$70,650	\$ 938 to \$1,472	\$1,126 to \$1,766
Moderate Income	\$71,534 to \$105,975	\$1,490 to \$2,208	\$1,788 to \$2,649
Above Moderate Income	\$106,859 and over	\$2,226 and over	\$2,671 and over

Very Low Income (up to 50% of median); Low Income (51% to 80% of median); Moderate Income (81% to 120% of median); Above Moderate Income (above 121% of median).

Source: Terrell Watt, 1990.

Table 25: Income Necessary to Rent Average Two Bedroom Apartment in 1990.

	<u>At 25% Of Income For Rent</u>	<u>At 30% Of Income For Rent</u>	<u>Monthly Rent Amount</u>
Income Necessary	\$52,800	\$44,000	\$1,100

Source: Terrell Watt, Planning Consultant, 1990

IX. OTHER HOUSING NEEDS

California Government Code Section 65583(a) requires an analysis of special housing needs including families with female heads, large households, handicapped (disabled), elderly, homeless and farm workers. The following section analyzes the above special needs for all of the above categories except farmworkers.

Households With Female Heads

Table 26: Households Headed by a Female by Census Tract, 1980

Type of House-hold Headed by a Female	Census Tract 1241	Census Tract 1242	Census Tract 1250*	Total Tiburon Planning Area
Number	534	552	597	1,683
Percent	27.9	24.4	35.3	28.7
Number with One Person	294	303	400	997
Number Containing Children	154	169	104	427
Number Containing Unrelated Males and Females	86	80	93	259

* Strawberry; Source: U.S. Census, 1980

The Household Survey completed in 1987 indicated that only 19% of the households were headed by a female. This decline in the number of households headed by women may be due to the difficulty of these households to remain in the Tiburon Planning Area due to high housing costs.

This compares with about 11% of the families in unincorporated Marin County headed by women in 1980 (2,003 out of 17,600 total households). Approximately 70% of the female headed households were families with children. Approximately 20% of those families had incomes below the poverty level. According to the Marin County Housing Element, approximately 267 additional female headed households were added in the County between 1980 and 1989.

Number of Large Households

A large household is one containing five or more persons. The Household Survey found that in 1986 5.2% of the households in Tiburon were large households as compared to the 6.4% of households in the Tiburon Planning Area. This can be explained by the greater percent of large households in the County, approximately 11% of households, as compared to the Town of Tiburon.

Table 27: Large Households by Census Tracts, 1980

Large Households	Census Tract 1241	Census Tract 1242	Census Tract 1250	Total Tiburon Planning Area
Total Number	144	167	62	373
Percent of Households that are Large	7.5%	7.4%	3.7%	6.4%
Number in Rental Units	25	30	19	74
Number in Owner Occupied Units	119	137	43	299

Source: U.S. Census, 1980

Number of Disabled Persons

An estimate of disabled persons was obtained from the 1980 Census data categories of "Work Disability" and "Transportation Disability." Persons with a work Disability have a health condition that limits the kinds or amounts of work they can do or prevents them from working at any job or business. Persons with a Transportation Disability have a health condition that makes it difficult or impossible for them to use public transportation. The Town of Tiburon assumes that in 1989 the percentage of disabled persons remains approximately the same as in 1980. Table 28, on the following page, indicates the number of disabled persons by census tract in 1980.

Based on U.S. Census figures there were an estimated 4,290 handicapped persons in unincorporated Marin in 1989, including both physically and mentally handicapped people. It was estimated that there was an unmet need for 13 beds for mentally handicapped people in the County in 1989, according to the Golden Gate Regional Center. As of February 1990, there was no information available on the unmet housing needs for physically handicapped people, however there is probably a significant unmet need for this group as well. The number of handicapped people in unincorporated Marin County is expected to increase by 30 people by the year 1995.

Table 28: Disabled Persons by Census Tracts, 1980

Disabled Persons	Census Tract 1241	Census Tract 1242	Census Tract 1250	Total Tiburon Planning Area
Total Number of Persons with a Work Disability	203	133	117	453
Percent of Population with Work Disability	4.5%	2.5%	3.3%	3.4%
Total Number of Persons with a Transportation Disability	52	106	101	259
Percent of Persons with a Transportation Disability	1.2%	2.0%	2.8%	1.9%
Number of Persons age 16-64 with a Transportation Disability	19	16	32	67
Number of Persons age 65 and older with a Transportation Disability	33	90	69	192

Source: U.S. Census, 1980

Number of Elderly Persons

Elderly persons are those 65 years of age or older. The elderly segment of the population is increasing in all census tracts of the Tiburon Planning Area.

Table 29: Number of Elderly Persons by Census Tracts, 1980 and 1986.

Elderly Persons	Census Tract 1241	Census Tract 1242	Census Tract 1250	Total Tiburon Planning Area
1980 Total Elderly	404	554	291	1,249
1980 Percent Elderly	8.9%	10.2%	8.2%	9.2%
1986 Total Elderly	568	88	372	1,828
1986 Percent Elderly	10.6%	13.8%	9.4%	11.6%

Source: Household Survey, 1986.

A 1985 study, "Coming of Age in Marin", by the Marin County Area Agency on Aging found that most of Marin's elderly population lived alone or with their spouse only. Of those that lived alone, 70% were women. The study also found that the elderly would prefer to stay in their homes as a general rule, and that elderly renters spend five times more of their income on housing than elderly homeowners. Thus, the housing needs of the elderly include affordable rental housing, low interest rehabilitation loans, rental assistance and easy access to health and social services.

Data for Marin County indicates that the population is continuing to get older as the following tables suggest.

Table 30: Aging Population in Marin County

Percent of Aging Population	1980	1989
Over age 65	9.7%	11.6%
Over age 75	3.9%	4.5%
Over age 85	1.0%	1.2%

Source: California Dept. of Finance, 1989.

Table 31: Projected Number of Elderly Persons in Marin County, Year 2000, by California Department of Finance.

Age of Elderly Persons	Number	Percent
Over 65 years	46,578	20%
Over 75 years	17,578	7%
Over 85 years	4,625	2%

Source: California Dept. of Finance, 1989.

Discrimination and Need for Emergency Housing

Homeless people who require emergency shelters and transitional housing include veterans, families with children and mentally ill persons. There are two types of housing needed by homeless persons, transitional housing and emergency shelters. Transitional housing tends to have more private sleeping quarters and living areas able to accommodate families, while shelters are used primarily by homeless adults who need food and a warm place to sleep.

The Marin County Blue Ribbon Homeless Working Group was formed in October 1989 to recommend the most effective ways to apply limited resources to serve the needs of homeless people in Marin County. In August 1990 a final report was issued which offers detailed implementation guidelines for (1) scattered site emergency housing, (2) daytime human resource centers, (3) a county-wide Homeless Commission and Coordinator, and (4) a transportation voucher system. The County has taken lead responsibility for responding to the fifth goal of addressing the immediate needs of winter armory residents. This working group which is made up by a consortium of government, religious, and other interested groups has conducted the most detailed study on dealing with the homeless issues in Marin County. The Working Groups recommendations are currently under consideration.

The 1986 amendment to the housing element law requires an identification of adequate sites which will be made available through appropriate zoning and development standards for emergency shelters and transitional housing. The current Town Hall site has been designated by the Town for an emergency shelter, should interest be shown in constructing such a shelter in the Town.

1. Discrimination The Fair Housing Advocacy Program maintains a Fair Housing Hotline that receives complaints regarding housing discrimination in Marin County. Almost all the complaints received by this agency relate to discrimination in rental housing. The agency received 737 inquiries in 1989, a 14% increase over 1988 for the entire county. In 1989, three of the complaints were from the Tiburon Planning Area. In 1989, approximately 36% of the discrimination complaints in Marin County were for child discrimination. The Fair Housing Advocacy Program estimates that these are only a small portion of the incidence of discrimination against families with children in Marin County. (Fair Housing Program Report, June 1989). The number of persons complaining of housing discrimination in the Tiburon Planning Area appears to be small. The Town should refer all potential discrimination complaints to the Fair Housing Advocacy Program.

2. Emergency Housing There are no statistics on the need for emergency housing in the Tiburon Planning Area. However, the Town of Tiburon Police Department has records of 3 homeless persons in the corporate limits. It has been determined pursuant to Government Code Section 66583(a)(3) that there are not sufficient homeless persons in Tiburon to warrant a Town-sponsored program to provide emergency housing.

X. CONSISTENCY WITH THE GENERAL PLAN

The Housing Element was updated on an interim basis in 1989. At the same time, all other Elements of the Tiburon General Plan were updated. As a result of the concurrent revision process, the 1989 Housing Element was consistent with all other Elements of the General Plan.

These 1991 amendments to the 1989 Housing Element are also consistent with the other Elements of the Tiburon General Plan. Residential densities and site designations are in conformance with the Land Use and Open Space and Conservation Elements. In addition, the density and site designations reflect constraints identified in the Circulation and Safety Elements of the plan.

Goals, policies and programs contained in the Housing Element reflect the goals, policies and programs of the other Elements.

XI. PRIOR HOUSING ELEMENT PERFORMANCE

Table 32 shows the ABAG housing needs determination to 1990 for the Tiburon Planning Area. The ABAG categories are divided by income categories based on the Bay Area's median income.

Table 32: Projected Housing Need for the Tiburon Planning Area, 1980 to 1990.

Income Level	Number of Units	% of Total
Very Low Income (up to 50% of median income)	107	17%
Low Income (51% to 80% of median income)	88	14
Moderate Income (81% to 120% of median income)	107	17
Above Moderate Income (121% and over of median income)	328	52
TOTAL PROJECTED HOUSING NEED	630	100%

Source: ABAG Housing Needs Determinations, September, 1988.

Between 1980 and 1990 a total of approximately 462 units have been or will be built in the Tiburon Planning Area. The following data compare the units that have been built with ABAG's housing needs. **This Housing Element finds that 1980-1990 ABAG housing needs will not be met as shown in Table 33.**

Table 33: Comparison of Housing Need with Actual Housing Construction and Estimated Future Construction, 1980 to 1990.

Income Level	1980-1990 ABAG NEED	1980-1990 UNITS BUILT
Very Low Income	107	9
Low Income	88	10
Moderate Income	107	25
Above Moderate Income	328	418
TOTAL 1980-1990	630	462

Source: Tiburon Planning Department, August 1989.

The Town of Tiburon was under a strict moratorium from October, 1985 to November, 1987. During this time, almost no new construction occurred within the Town. Housing production in the Town was greatly affected by this building moratorium.

However, the Town is anticipating that brisk building activity will occur throughout the Tiburon Planning Area from the period 1989-1995, although the recent moratorium on new water hook-ups enacted by the Marin Municipal Water District may have a slowing effect on new residential construction.

Appendix C to the Housing Element contains a detailed evaluation of the 1984 Housing Element in terms of progress in implementation of its policies and programs. This prior Element was well-founded, with many good programs and policies. Thus, only a few programs which were not implemented have been excluded from this Housing Element. Discontinued policies and programs are identified in the Appendix. All other policies and programs have been carried over into this Housing Element with minor revisions. Revisions were directed primarily at clarifying the policies and programs and detailing specific objectives for housing production, conservation, and rehabilitation.

APPENDIX A: SURVEYS

Some data regarding the Tiburon Planning Area in this Element are divided into three Census Tracts. These Census Tracts are as follows:

1. 1241 - Upper Tiburon Peninsula
2. 1242 - Lower Tiburon Peninsula
3. 1250 - Strawberry

Surveys were taken for the General Plan that are referred to in this Element. The results of these surveys are on file with the Town of Tiburon, Planning Department. These surveys include:

Household Survey. A 1% sample (62 households) of all listed residential telephone numbers in the Tiburon Planning Area were contacted by telephone. This survey was conducted by Kahn Mortimer Associates during October 1986.

Employer Survey. A handout survey was conducted in 1986 of a selected sample of Tiburon Planning Area businesses. Responses were received from 45 businesses representing 6.7% of the area's businesses. The survey was conducted by Kahn Mortimer Associates.

Land Use Survey. Town of Tiburon staff conducted a land use survey in the summer and fall of 1986. Every parcel in the Tiburon Planning Area was checked for its current status, including whether vacant, developed or built upon.

Housing Unit Survey. A mail survey was conducted in June 1987 of all residential addresses in the Tiburon Planning Area. The return rate was 25% or 766 respondents. This survey requested anonymous information regarding numbers of second units and businesses conducted from single family residential units. This survey was conducted by Kreines & Kreines.

Household Income Survey. A mail survey was conducted in June 1987 of all employers with known businesses in the Tiburon Planning Area. Employers were asked to give survey forms to employees to fill out and 79 returns were received. This survey requested anonymous information regarding salaries and household incomes. This survey was conducted by Kreines & Kreines.

APPENDIX B: PARTICIPATORY PLANNING PROGRAM

Community participation was a significant and integral feature of the preparation of the General Plan and the Housing Element. Participatory planning took place throughout the general planning process through a series of ten district-wide workshops and one Townwide Summary Workshop. These workshops took place between August 14, 1986 and March 14, 1987. The districts were grouped into the following areas:

- Upper/North Paradise Drive Area
- West Tiburon Area
- Mid-Peninsula Area
- East Peninsula/Downtown/Old Tiburon Area

Invitations to the workshops were mailed to all residents of the Tiburon Planning Area and published in a local newspaper. The workshop process encouraged participants to express their concerns regarding existing and future goals, policies, objectives, and issues on a neighborhood scale, townwide scale and planning area scale.

Specific issues that were discussed at these workshops included:

- Affordable Housing
- In-lieu housing fees
- Analysis of Residential Development Proposals
- Parcel Coverage per unit
- Residential unit size
- Clustered housing
- Second units
- Old Tiburon zoning
- Circulation
- Tiburon Boulevard
- Parking in Old Tiburon residential areas
- Downtown Tiburon parking
- Downtown Tiburon design guidelines
- Downtown entryway
- Ridge preservation
- View protection
- Town Hall location

Over 130 persons attended the final Townwide Summary Workshop for discussion of site-specific and policy-specific opportunities. Overall, 250 different persons attended workshops.

APPENDIX C: EVALUATION OF 1984 TOWN OF TIBURON HOUSING ELEMENT

The Town has two sizable funds for housing programs which were relied upon heavily in the 1984 housing element:

1. Redevelopment Agency (20% tax increment) set-asides have resulted in housing funds of approximately \$150,000 as of mid-1987.
2. In-lieu fees collected by the town have resulted in a housing fund of approximately \$500,000 as of mid-1987.

The Tiburon Housing Element of 1984 has fulfilled some of its goals, objectives and policies. The following left-hand column contains a listing of the policies, objectives and programs from the 1984 housing Element and the right hand column contains an evaluation of what the Town has achieved as a result of the 1984 Housing Element. The evaluations are based on conversations with Town Manager, Robert Kleinert, and information from the Tiburon Planning Department, August 1989.

OBJECTIVES, POLICIES & PROGRAMS FROM THE 1984 HOUSING ELEMENT

EVALUATION

1. Overall Policies

1.a. The Town shall encourage housing opportunities for all persons to purchase or rent adequate housing, regardless of age, race, sex, marital status, ethnic background, source of income, or other arbitrary factors.

The Town has not received any complaints regarding housing discrimination.

1.b. The Town shall encourage housing development consistent with the environmental constraints of the land.

The Town has met this policy, although voters on April 8, 1986 enacted a 2-year building moratorium. The moratorium expired in November, 1987.

1.c. The Town shall work to include housing for moderate income and lower income persons and families in the community, and shall avoid concentrating such housing in any one area.

The Town has worked toward this policy through attempting implementation of a Second Unit Ordinance, although it is largely unenforceable due to noticing of violators who remove evidence prior to inspection.

1.d. The Town shall maintain a balance between rental and ownership units similar to that presently existing in the Town.

The Town has, previous to 1984, enacted controls on the conversions of rentals to condominiums.

1.e. The Town shall encourage architectural excellence and harmony with the natural and developed environment.

1.f. The Town shall encourage the clustering of development to maximize environmental protection, to provide better land planning, and to reduce infrastructure requirements.

2. Target Group Policy. The Town's priority need groups include elderly, handicapped, Town and Special District employees working within the Town, long-term residents, and families with School-aged children.

3. Policies for the Provision of Below-Market-Rate (Affordable) Housing

3.a. The Town shall emphasize assistance to existing housing units as well as the development of new units in the community.

*3.b. At least 15% of all units in development of ten or more housing units shall be provided at below-market rates.

The Town may permit developers to construct additional below- market-rate units in a development beyond the number of market-rate and inclusionary units up to the maximum density permitted by existing zoning for the parcel.

3.c. The Town shall permit developers to construct inclusionary units in a different form, but harmonious with, the market rate units in the same development.

The Town has attempted to achieve this policy through the design review process.

The Town has previously interpreted cluster development to be large houses on small lots with substantial open spaces consisting of environmentally sensitive areas.

Twenty below-market-rate condominiums were provided at the Point Tiburon project. Moderate income buyers were selected by a lottery held in May, 1987.

When Town of Tiburon employees are selected to purchase below market rate units at Point Tiburon in the lottery, the Town may provide low interest loans to assist the employees in the purchase of the units.

The Town provides funds to the County Rental Assistance Program which provides rental assistance to 7 households in the Tiburon Planning Area.

Developers have been allowed to pay in-lieu fees to the Town instead of providing actual housing units.

This policy has not been implemented.

The 20 below-market-rate units constructed in the Point Tiburon project were different than, but architecturally compatible with, the market-rate units.

3.d. The Town shall attempt to contribute financially to additional private development of affordable units.

No funds have been spent in this manner.

3.e. The Town shall support the continued and expanded use of rental assistance programs.

The Town continues to participate in this program and assistance is being provided to 7 units in the Tiburon Planning Area.

3.f. The Town shall support use of its funds to "piggy-back" with state, federal, and other funds, to create affordable housing.

No funds have been spent in this manner.

3.g. The Town supports energy conservation in the design or modification of units as a way of lowering the costs of living in a home.

Energy conservation has been implemented in over 10,000 existing units in Marin County.

3.h. The Town shall encourage the construction, in multi-family zoned areas, of new apartment, condominium and cooperative units.

155 units of multi-family housing were constructed in Point Tiburon. There have been several condominium units constructed and many of the second units, maid's units, cottages and studios are probably rental units.

3.i. The Town shall work with private non-profit housing groups to develop low- cost housing.

This has not been done since 1984.

3.j. Secondary dwelling units will continue to be considered in accordance with standards set forth in the Zoning Ordinance.

Approximately 20 legal second units have been constructed in the Tiburon Planning Area between 1980 and 1990.

OBJECTIVES

The Town concluded that 630 additional housing units could be provided within the Town and sphere-of-influence lands, although it was predicted that there would be difficulty in providing a sufficient number of units within the time frame established by the State as well as provision of 302 units of housing affordable to households at very low-, low- and moderate-income levels.

The Town projected that the housing needs of a wide range of household income groups can be satisfied, at least in part.

Housing Programs

Existing Housing Program The Housing Element states that the following housing programs will be continued.

1. Section 236 Project (Hilarita)

301 units were constructed or were under construction in the Tiburon Planning Area between 1980 and 1986. The breakdown of these units by income category is given in the section on recent housing construction activity in the Housing Element.

This project is continuing, but its future is unclear at this time.

The Federal Government created the Section 236 program in 1968 to provide private and non-profit owners with low-interest FHA- insured mortgages. In exchange for the interest subsidy, owners agreed to limit rents to levels affordable to low- and moderate- income households. For-profit owners of these projects can prepay their 40-year mortgages after 20 years. In projects where owners decide to terminate federal assistance, rent restrictions and income limitations will no longer be required.

Many of these types of projects, including Hilarita, have increased in value and this increase combined with low outstanding debt make conversion from low- and moderate-income apartments desirable. Owners may want to raise rents, convert apartments to condominiums or sell the projects.

By reducing many of the tax benefits of rental property investment, the Tax Reform Act of 1986 is another force encouraging conversion of units.

HUD has indicated that it will provide vouchers to tenants displaced from subsidized units to use toward renting existing housing. The voucher program, however, requires the tenants to compete for housing within the rent limits of the vouchers. Such housing is close to non-existent in the Tiburon Planning Area and is in short supply within Marin County.

- 2. Section 8 Project (Bradley House)
- 3. Condominium Conversion Ordinance
- 4. Inclusionary Policy
- 5. Existing Units with Section 8 Subsidies

This project is continuing.

This ordinance is still in effect.

20 below-market-rate units were built at the Point Tiburon project and the Town, as of 3/26/91, had approximately \$650,000 in its housing fund from in-lieu fees.

This program is continuing.

PLANNED PROGRAMS (1981 through 1985)

- 1. State and Federal Programs
 - 1.a. HUD Section 8 Rental Assistance
 - 1.b. HUD Revised Section 235
- 2. Community Programs
 - 2.a. Rental Assistance Program
 - 2.b. Rehabilitation Loan Program
 - 2.b.(1) Community Block Grant Rehab Loans
 - 2.b.(2) Section 8 Moderate Rehab Program
 - 2.c. Mortgage Assistance Program

This program is continuing.

This program has not been used.

The Town is participating in this program and funds through this program are being provided to assist 7 households.

This program has not been used.

This program has not been used.

This program has not been used.

This program has not been used.

3. Town-Initiated Programs

3.a. Zoning Amendments

3.a.(1) Adoption of an inclusionary ordinance

This ordinance was adopted prior to 1984 and does not require inclusionary units but accepts in-lieu fees in place of units.

3.a.(1)(a) Offering density bonuses to developers who are willing to build moderate-income units.

This has not been adopted.

3.a.(1)(b) Requiring the inclusion of below-market rate housing in all new developments of ten or more units, and the payment of an in-lieu fee for all subdivisions of two or more, but less than ten, units.

This was adopted as part of an inclusionary ordinance prior to 1984, but in-lieu fees have been accepted for all projects, regardless of size.

Larger density bonuses could be offered to developers of rental housing.

This is not part of the inclusionary ordinance.

*3.a.(2) Amendment to the Condominium Ordinance to provide for limited equity cooperatives.

This has not been done.

3.a.(3) Legalizing Second Units.

This ordinance was adopted prior to 1984. About 20 legal second units have been constructed between 1980 and 1990.

*3.a.(4) Adoption of Multiple-Residential Ordinance.

This has not been done.

*3.a.(5) Consider adoption of a solar conservation ordinance.

This has not been done.

3.b. Administrative Programs

3.b.(1) The Town of Tiburon waives development fees for portions of projects that are below market rate and asks other public agencies to reduce or waive their fees.

The Town waives fees and encourages other districts to do so.

3.b.(2) Housing Program Advertisement

The Town sends out information regarding various housing programs.

3.b.(3) Energy Conservation Program.

The Town makes information available through the Building Department.

3.c. Housing Opportunity Fund to be established.

The Town has a housing fund made up of in-lieu fees and Redevelopment Agency set-asides.

3.d. Removed from 1984 Housing Element.

*3.e. Barrier removal.

In-lieu fees have been used to remove barriers to Town Hall access, but not for any residential projects.

*3.f. Project Match

The Town has not pursued this program.

3.g. Other sources of Housing Assistance Funds

*3.g.(1) Explore other means of generating funds for housing assistance to very low-, low- and moderate-income households and cooperate with other jurisdictions to conduct a study of this subject.

A study has not been conducted.

3.g.(2) The Town shall support specialized financing programs to assist lower, low and moderate income households.

The Town has not pursued any such programs.

3.h Other sources of providing rental units.

*3.h.(1) The Town shall support the leasing out of rooms in larger housing.

The Town does support this activity, but no data are available on its popularity.

4. Private Sector Programs

4.a. Community Think Tank

This has not been implemented.

*Policies and programs which have not been included in this Housing Element due to their lack of success. However, new programs have been developed and included in this Housing Element to address any continuing housing needs reflected in the discontinued programs.



APPENDIX D. GLOSSARY OF FREQUENTLY USED TERMS

Affordable Units: All dwelling units made available at prices or rents below market-rate. Affordable units include units affordable to households with very low-income, low-income, and moderate-income.

Dwelling Unit: One or more rooms, including a kitchen or kitchenette and sanitary facilities in a structure occupied for living and sleeping purposes by not more than one family.

Housing Unit: The official nomenclature of the U.S. Census. A housing unit must have a separate entrance from other housing units but need not have separate kitchen facilities.

Employed Resident: A worker who lives in a given location who could work anywhere.

Employee: Someone who works at a given location. Workers with routes (travelling salespersons, etc.) are considered employees at the place from where they are dispatched.

Household: One or more persons who share a dwelling unit. Not to be confused with "family"

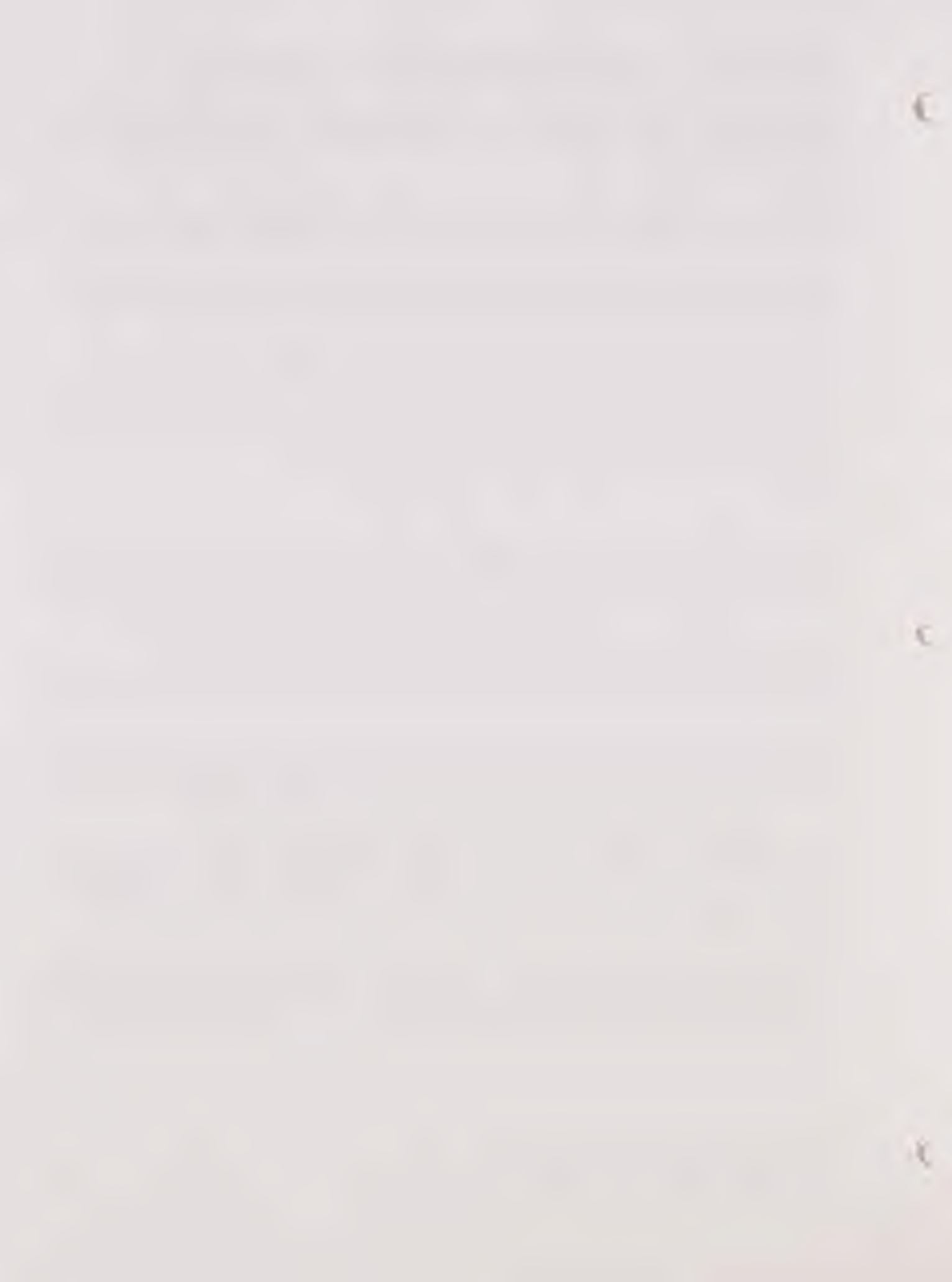
Housing Need: A local share of the regional housing units assumed by the Association of Bay Area Governments (ABAG) to be "needed." Housing need is distinguished from housing demand, which is sensitive to the marketplace. Housing projections represent probable (rather than desired) levels of housing activity in each jurisdiction of the Bay Area.

Infeasible: Not capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social and technological factors.

Infrastructure: The grid of public capital improvements (roads, water and sewer) that is necessary to make urban development (including housing) occur. Essential infrastructure is that infrastructure which must be in place for the house to be habitable.

Market-Rate Units: Market-rate units are those dwelling units available at prices or rents at or above market-rate, which are those prices or rents determined by the marketplace. When market prices or rents are bid up, many households are unable to compete for housing in the marketplace.

Overpayment: Overpayment refers to households overpaying for housing/shelter. Households overpaying are households with incomes below 80% of the County's median household income and paying more than 30% of their income toward housing/shelter.



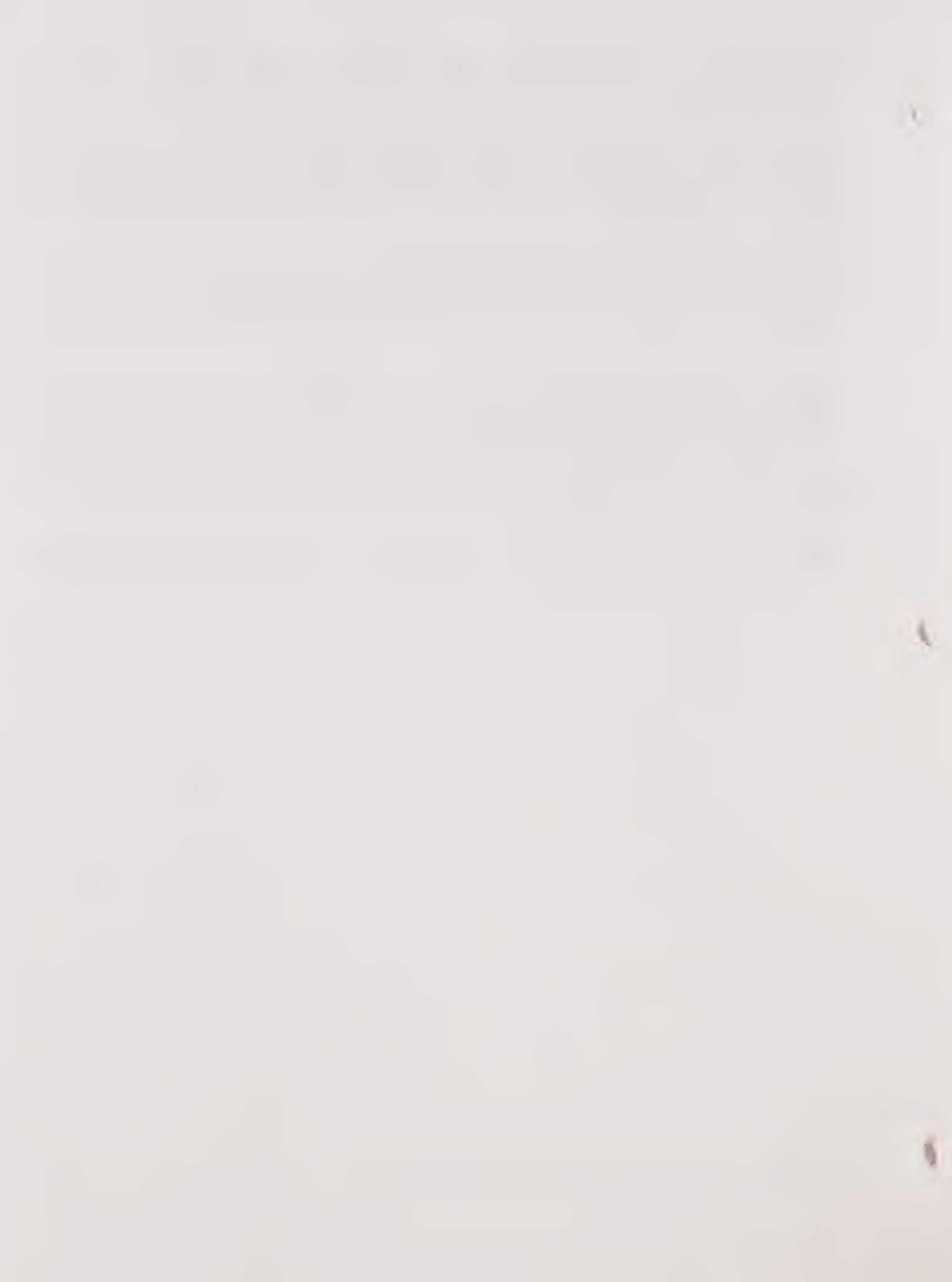
APPENDIX D. GLOSSARY OF FREQUENTLY USED TERMS (CONTINUED)

Secondary Dwelling Unit: An attached or detached additional dwelling unit on a single family lot which provides independent living facilities for not more than three persons, and which has kitchen/cooking, sleeping and sanitation facilities on the same parcel in which the primary unit is situated.

Service Provider: An agency or jurisdiction charged with the responsibility of providing service via infrastructure. The service providers in the Tiburon Planning Area include CalTrans (roads), Marin Municipal Water District (water) and several sanitary districts (sewer).

Shelter: A residential facility operated by a provider which provides temporary accommodations to homeless persons and/or families which meets the standards for shelters contained in Title 25, California Administration Code, Part 1, Chapter F, Subchapter 12, Section 7972. Provider shall mean a government agency or private non-profit organization which provides, or contracts with a recognized community organization to provide, emergency or temporary shelter for homeless.

Unit: A basic way of counting homes. The number of units is the number of homes. Houses, apartments and condominiums are all "units."



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SAFETY ELEMENT

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SAFETY ELEMENT

INTRODUCTION AND INTENT

Prior to 1985, State law required the General Plan to contain a Seismic Safety Element and a (Public) Safety Element. State law has recently combined these two elements into one Safety Element.

The Safety Element is required by the State of California Government Code Section 65302 (g). The Safety Element is required for the protection of the community from any unreasonable risks associated with the effects of earthquakes, dam failure, slope instability leading to mudslides and landslides, subsidence and other geologic hazards, flooding, and wildland and urban fires. The Safety Element must address evacuation routes, peakload water supply requirements and minimum road widths and clearances around structures as those items relate to fire and geologic hazards.

GOALS

- SE-A. To identify hazardous areas and to guide development away from hazardous areas.
- SE-B. To encourage safe environmental design.
- SE-C. To encourage planning for emergency practices to protect public safety.
- SE-D. To establish an area-wide approach for dealing with hazards.

POLICIES

- SE-1. Reduce environmental hazards by requiring proper development, adopting effective zoning regulations and introducing a public information program.
- SE-2. Applications for development shall provide substantial evidence (in the form of soils reports, grading plans, and other documents) that the proposed development poses no hazard to the project itself or other areas.

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- SE-3. The Town shall work cooperatively with the Fire District and other agencies to ensure the safe delivery of emergency services and the effective evacuation of the community in the event of a disaster.
- SE-4. Where parcels or lots are already developed, require construction to be designed to reduce or eliminate geologic and non-geologic hazards.
- SE-5. Require new construction to be located, to the maximum extent feasible, in areas where there are no geologic and non-geologic hazards.
- SE-6. The Town shall avoid approving development on slopes exceeding 40% wherever possible in order to reduce the impact to the original topography from grading and alteration of topography for drainage purposes.
- SE-7. The Town should help owners of developed property to recognize their responsibility to repair unstable slopes, install drainage facilities and take other measures which may reduce potential safety hazards.
- SE-8. New development within the Town should be required to mitigate any threats to persons or property during the development process by the rebuilding of unstable slopes, installation of drainage improvements, installation of vegetation, and/or other measures.
- SE-9. As part of any application for a General Plan amendment, rezoning, subdivision or new building permit involving structural or foundation work, a sub-surface geotechnic examination and report by a certified engineering geologist may be required if deemed necessary by the Town Engineer. This geologic examination and report may require:
- a. Sub-surface observations (including drilling to establish bedrock if deemed necessary by the Town of Tiburon) to consider the potential, on the entire slope face, both on and adjacent to the subject property, for ground failure, erosion, subsidence, differential settlement, and any other adverse environmental effect.

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- b. Recommendations for restrictions on development where development poses a hazard and propose mitigation measures for hazardous conditions.
- c. Reference to all geologic safety concerns and events discussed in the Safety Element as they relate to the subject property.

The geologist's review shall contain specific remedial actions which may be incorporated into any findings made when approving (or denying) a project.

- SE-10. Appoint a certified engineering geologist to review proposed building sites as part of the EIR review process.
- SE-11. Require new development and/or construction where feasible to be outside any area within the FEMA 100-year Flood Zone (A) or the 500-year Flood Zone (B). Require a hydrologist's report and mitigation measures for any new development and/or construction proposed within such areas.
- SE-12. Require structures constructed adjacent to areas subject to the 100-year tidal flood to be protected from destructive wave action.
- SE-13. Require, as a condition of project approval for land divisions, a study of the proposed drainage system for the development; effects of any additional runoff on other drainage systems, the ability of said drainage systems to convey runoff volumes generated by the 100-year storm, and recommendations for compliance with Town design standards. Recommendations of the study may be implemented prior to project construction. To the extent that each property owner is responsible for exceeding the capacity of the existing system, he/she should be responsible for the cost of improvements to the system. Require that on-site detention and/or disposal of runoff volumes be equal to existing runoff volumes from proposed development sites to prevent any increase in runoff beyond that existing for the 100-year storm.

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- SE-14. Require review by local fire districts of all proposed lot splits, subdivisions and other land development for fire protection purposes.
- SE-15. Establish a system of emergency routes to:
- a. Provide a secondary means of access for all portions of the Tiburon Planning Area including consolidation of water access routes.
 - b. Ensure fire protection access via public streets or fire roads to all areas of development, both constructed and under construction.
- SE-16. Encourage provision of fuel-breaks in all projects where fire hazard is possible. On-going maintenance of fuel-break buffers in new development projects shall be assured in a form satisfactory to the Town prior to construction of improvements.
- SE-17. Provide sufficient water supply and equipment for domestic water use, irrigation and fire suppression adequate to serve new development by the time new development is constructed, to ensure that:
- a. The requirements of the Tiburon Fire Protection District and the Alto- Richardson Bay Fire District are met.
 - b. The requirements for minimum fire flow and the size, type and location of water mains and hydrants set forth in the Uniform Fire Code and by local ordinance in all existing and new development areas are met.
 - c. Fire suppression systems such as fire hydrants and sprinklers are provided in all development projects.
- SE-18. Encourage provision of the following:
- a. In areas of narrow roadways, on-street parking be limited on travelways above 20 feet in width and prohibited on travelways under 20 feet in width.

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- b. In areas where narrow or no spaces exist between buildings, an adequate setback to meet safety requirements should be required with new construction and/or development.
 - c. In areas with insufficient water pressure for fire-fighting purposes, new waterlines must be provided with new construction and/or development.
- SE-19. Whenever practical, require all developers to provide at least two access routes for fire-fighting equipment for all projects.
- SE-20. All new development within areas of insufficient peak load water supply shall contribute to the construction of a new, or upgrading of an existing, water tank. The water tank shall be in place to serve new development prior to occupancy.
- SE-21. Require developers to use specially engineered foundation designs, with approval by the Town Engineer, on all development in areas with high shrink-swell potential.
- SE-22. Require developers to use specially engineered slope configurations, footings and foundations, retaining walls, and subsurface drainage system on all developments in areas having unstable or potentially unstable slopes or substrate or avoid the development of such areas after engineered study.
- SE-23. Require engineered supervision of construction in all development areas having unstable or potentially unstable slopes or substrate or to avoid development of such areas to the greatest extent possible after engineered study.
- SE-24. Require special permits to be reviewed and issued by the Town Engineer prior to use of explosives for blasting purposes on any project.

PROGRAMS

- SE-a. Adopt and implement a process for the retention of an independent certified engineering geologist to review proposed building sites as part of the development review process at the discretion of the Town. The geologist shall verify information

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as may be required by the Town. In addition, the geologist's review shall contain specific remedial actions which may be incorporated into any findings made when acting on the project.

- SE-b. Develop and adopt a subdivision ordinance to reduce liability of the Town in all developments which includes the following:
- a. Avoidance of developer-built drainage systems requiring maintenance, where possible.
 - b. Accepting developer-built drainage systems where necessary only after prior inspection to ensure that such systems meet the Town Engineer's standards.
 - c. Requiring the filing with the Town of Tiburon of rules and regulations covering drainage system maintenance by homeowners' associations that maintain such systems.
 - d. Evaluation of potential open space to be dedicated to the Town for potential hazards or maintenance requirements prior to accepting open space areas.
- SE-c. Where possible, advise residents of the Tiburon Planning Area of ways in which they can reduce geologic, fire and flooding hazards.
- SE-d. Make the Tiburon Emergency Plan part of the Tiburon General Plan.

GEOLOGIC SAFETY CONCERNS

Like much of California, the geologic setting of the Tiburon Planning Area contains hazardous conditions. The geology of the area imposes constraints on land use and development from these hazards. These are the geologic safety concerns for purposes of the Safety Element.

Earthquake Problems

Earthquakes result from readjustment of strain in the earth's crust. Damage may result from groundshaking, surface rupture, or side effects of the shaking, such as liquefaction, tsunamis, and seiches.

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The Tiburon Planning Area is an exaggerated microcosm of California geology. Although no faults are mapped within the Tiburon Planning Area, there are probably several faults under Richardson Bay and San Francisco Bay. These faults are made up of ancient contact zones that originally split the Strawberry Peninsula and the Tiburon Peninsula from each other and the remainder of Marin County. Although these faults may no longer be active, they are the cause of the fascinating -- and often dangerous -- landscapes in the Tiburon Planning Area.

Structural Failure

Unsupported structures such as masonry buildings may fail in a seismic event, as well as water tanks and gas lines. This Element includes the potential failure of such structures during any ground failure, including landslides and debris flow mudslides, whether such structures are inhabited or whether they are parts of a utility system.

Groundshaking

Groundshaking is not the earthquake itself but the land's response to the readjustment of the strain discussed previously. Earthquakes originating inside or outside a planning area may cause groundshaking within that area. The degree of hazard depends on the severity of the shaking and the susceptibility of the buildings to damage. The severity of the shaking and the susceptibility of the buildings to damage, in turn, depend on geologic materials and structural conditions. Therefore, local geologic conditions such as depth to bedrock and groundwater, as well as building height and the type and age of construction, all affect the degree of hazard.

Surface Rupture

Surface rupture commonly occurs during earthquakes in California because the earthquakes originate near the earth's surface. Ground on one side of the fault moves relative to ground on the other side, and any structures built across the fault trace will be deformed or destroyed. Displacement can be vertical, horizontal, or a combination of both. Displacement may vary from a few inches to several feet.

Tsunamis and Seiches

Both tsunamis and seiches can be caused by groundshaking or displacement. Tsunamis are great waves that originate in

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the ocean, and seiches are waves that originate in closed or semi-closed bodies of water. Either can cause extensive damage in shoreline areas.

In San Francisco Bay, a tsunami can enter through the Golden Gate and cause a peak wave run up at Tiburon Planning Area's shoreline of up to 3 to 4 feet. A seiche occurring within San Francisco Bay could cause a peak wave run-up of up to 6 to 8 feet at the Tiburon Planning Area's shoreline.

Slope Stability Problems

Downhill movement of materials may cause damage and loss of life. Different rates of movement involving varying types of material have different names, such as "landslides", "creep" and "debris flow mudslides."

Unstable slopes can fail as a result of an earthquake. However, slope stability is more likely to be a problem resulting from faulty construction practices on unstable slopes.

Landslides

The downhill movement of soil and rock is termed a landslide. Road building, landscape-plant watering, and other activities that accompany flooding, or events which inundate development, may increase the size, number, or frequency of landslides. Earthquakes, particularly after a rainy season, may trigger landslides.

Franciscan Melange is a geologic unit (or type) which is highly susceptible to landsliding and which comprises approximately 40% of the Tiburon Planning Area. There may be large sections of serpentine or greenstone within Franciscan Melange, thereby giving the casual observer a feeling of security due to the hard rock. However, these pieces of serpentine or greenstone are literally floating in a mass of loose, unconsolidated material, most of which is readily subject to landsliding, particularly during groundshaking.

Landslide Deposits

These areas may be remnants of ancient landslides or they may be moving at a very slow rate called "creep." If triggered by man-made or natural causes, landslide deposits can move dramatically, with potential harm to persons or property. Landslide deposits can be built upon if the

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structural integrity (e.g., pilings) reaches to competent materials beyond the depth of the deposit.

Creep

Slow, virtually imperceptible soil movement is termed "creep." Even though the movement may only be a few inches per year, the movement may still rupture pipes, fracture foundations and eventually destroy buildings.

Debris Flow Mudslides

Debris Flow Mudslides occur along narrow gullies on slopes between 30 degrees and 40 degrees. During heavy rains, water collects in colluvium at the top of these gullies and saturates the material to such a degree that the material can no longer stay in place. The result is that material will "pop" out from the hillside and slide down the gully. The material gathers speed and size (both ground materials and brush) and becomes a hurtling mass by the time it reaches the bottom of the gully. If the slopes are over 40 degrees, the ground is too steep to become saturated. If the slopes are under 30 degrees, the force of gravity is insufficient to bring the debris flow downhill. A debris flow mudslide took the life and house of a Tiburon Planning Area resident in 1982.

Liquefaction

Liquefaction is a process by which loose water-saturated sands and other granular materials suddenly lose strength when shaken during an earthquake or for other reasons. The lurching and sliding which occurs can cause severe damage to structures built upon such deposits.

Bay Mud

Bay Mud is a common underlying material along shoreline fills in the Tiburon Planning Area. Bay Mud is susceptible to liquefaction. Bay Mud can be built upon if the structural integrity reaches below Bay Mud to solid underbedding.

Settlement

Settlement is caused by the compaction of loose materials, resulting in a lowering of the surface and possible damage to those structures located on top of the materials. It can be accelerated by the groundshaking accompanying earthquakes. Differential settlement, common when part of a

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building is on a cut natural surface and the other part is on a poorly compacted fill, can cause extensive damage to buildings because of uneven soil compaction. Settlement is occurring in the Tiburon Planning Area where development is constructed on Bay Mud (such as the Bon Appetit). Differential settlement is occurring in areas where construction occurred on poorly compacted fills.

NON-GEOLOGIC SAFETY CONCERNS

Flooding

In the Tiburon Planning Area, lands that flood are not common. The areas that flood are found primarily near the shorelines of San Francisco Bay and Richardson Bay. The Federal Emergency Management Agency (FEMA) has mapped two flood zone areas on the Tiburon Planning Area: Zone A, with a flooding probability of once every 100 years and Zone B, which has a flooding probability of between once every 100 to 500 years. Some areas of localized flooding (e.g., ponding) are lightly inundated more frequently but are shown in Zone B. Ponding occurs when development of an area increases beyond the area's drainage system's capability to collect the runoff.

Flood Zones A and B are mapped in Diagram S-1, Non Geologic Hazards.

Erosion and Sedimentation

Erosion is the process by which weathered rock and soil is transported by gravity (downslope movement) or by moving water (slope runoff and stream transport). It can also be caused by strong winds. Erosion can cause severe damage to structures. Grading and other development activities may increase erosion many times above natural levels.

The soil that is transported by gravity, water and wind is eventually deposited elsewhere, usually Richardson Bay or San Francisco Bay in the Tiburon Planning Area. This process is sedimentation. These deposits can clog drains, gutters and storm sewers before they reach the bay.

GEOLOGIC EVENTS THAT MAY REQUIRE DISASTER PREPAREDNESS OR EMERGENCY SERVICES

Earthquakes

Earthquakes are one of the most common events to be dealt with, although destructive earthquakes have not drastically

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affected the Tiburon Planning Area. However, all geotechnic reports should discuss potential earthquake hazard to the subject property.

The most typical form of impact from an earthquake is surface rupture, or an actual displacement of the earth as a result of a seismic event. This has probably not happened in the Tiburon Planning Area in historic times and, because no known faults are located in the Tiburon Planning Area, it is not likely to be a form of damage to occur. However, all geotechnic reports should discuss the potential for surface rupture on the subject property.

It is probable that both San Francisco Bay and Richardson Bay have unrecorded faults. Without documentation of such faults, however, it can only be assumed that most groundshaking in the Tiburon Planning Area will occur from faults located outside the Tiburon Planning Area. Damage from groundshaking can be considerable in the Tiburon Planning Area, although different parts of the Tiburon Planning Area will respond differently to a seismic event depending upon the underlying geologic materials. All geotechnic reports should discuss groundshaking potential on the subject property, even though known earthquake faults may be located outside the Tiburon Planning Area.

Structural Hazards

The Tiburon Planning Area has a few overpasses which, in the event of an earthquake, could be damaged or destroyed. These are shown on Diagram S-1, Non-Geologic Hazards. At least two vehicular bridges, U.S. Highway 101 over Richardson Bay and Tiburon Boulevard/East Blithedale over U.S. Highway 101, would be subject to damage or structural failure during a seismic event. There is also a pedestrian bridge over U.S. Highway 101 at the Seminary Drive interchange which could be susceptible to damage during an earthquake.

There are several masonry structures in the Tiburon Planning Area: the Lyford Tower and 55 Main Street, both of which have been seismically reinforced. Masonry structures exceeding one story in height without a steel structure are subject to damage and possible collapse during an earthquake.

Water lines and water tanks are subject to rupture, thereby substantially reducing water supply for domestic purposes and fire fighting. In the event of water tank ruptures, especially when the tanks are at high altitudes, loss of

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life and property damage from flooding can result. Water tanks, water lines and gas lines are also subject to rupture from debris flow mudslides or landslides.

Debris Flow Mudslides

Debris Flow Mudslides are common in the Tiburon Planning and potential areas where they may occur are mapped in Diagram S-2, Geologic Hazards.

All geotechnical reports should discuss the potential for debris flow mudslides on the subject property. The areas within which debris flow mudslides could occur should not be built upon, including their originating areas (colluvium) and the paths they may follow downhill (gullies).

Tsunamis and Seiches

These are uncommon events in the Tiburon Planning Area. If they do occur, they pose the greatest hazards at elevations under 10 feet above Mean Sea Level (MSL) or National Geodetic Vertical Datum (NGVD), which is slightly higher in elevation. All geotechnical reports for areas within 1,000 feet of a bay shorelines should refer to the potential for tsunamis and seiches. These areas can be built on with mitigation, but precautions such as fill or dikes are recommended.

Liquefaction

Liquefaction is not a common problem in the Tiburon Planning Area, although it could result on areas of Bay Mud. Maps prepared by the California Division of Mines and Geology show Bay Mud and in the Tiburon Planning Area, these areas may be susceptible to liquefaction. These areas are reproduced in Diagram S-2, Geologic Hazards.

Liquefaction can not be considered a deterrent to development, but rather a constraint which must be mitigated. Any geotechnical report for development or building proposals on areas subject to liquefaction, or areas of Bay Mud, should discuss the liquefaction potential.

Slope Stability

Slope stability problems are common in the Planning Area. All geotechnic reports should discuss and map slope stability. Many areas are subject to slope instability but can be built upon with mitigation.

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Landsliding

Landslide events are common in the Tiburon Planning Area and can be triggered by earthquakes, but they are not essentially earthquake-dependent. Sliding occurs on lands that are less than competent and which have had some preconditioning (e.g., fill) to dispose them to sliding. For example, water is almost always a lubricant for areas subject to sliding. Heavy rain and landscape irrigation often cause landslides events. The degree of slope often induces sliding, but steep slopes are not a prerequisite to slides. For example, a giant landslide occurred after the San Fernando Earthquake of 1971 on a 2% slope, which is virtually a flat surface.

However, when incompetent lands are in a steep angle of repose, landslide events can begin with the slightest provocation, such as man made-cuts at the bottom of the hill or loading at the top of the hill.

Ancient landslides are subject to landslide events. Unconsolidated materials such as Franciscan Melange are also subject to landslides. Landslides can occur on any material, but are most likely to occur on landslide deposits.

Landslide deposits and Franciscan Melange, both of which are subject to landsliding, are shown on Diagram S-2, Geologic Hazards.

Landslide deposits and Franciscan Melange should be avoided wherever possible for development purposes. If development cannot be avoided on landslide deposits or Franciscan Melange, the construction must be tied to underlying substance which is thoroughly competent.

A geotechnical report for development should discuss the potential for landsliding events on and above or below the subject property.

Settlement

Events caused by settlement problems are common to the Tiburon Planning Area and occur when loads are placed upon materials which are not totally compressed. Construction on fill placed over Bay Mud is particularly susceptible to settlement. When the underlying materials (types of Bay Mud) or types of fill differ, then differential settlement may occur. The potential for settlement is widespread and this potential is not mapped in the Safety Element.

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Geotechnical reports should discuss the tendency of certain materials (such as fill or Bay Mud) to be subject to settlement.

Areas subject to settlement can be built upon with proper mitigation measures.

NON-GEOLOGIC EVENTS THAT MAY REQUIRE DISASTER PREPAREDNESS OR EMERGENCY SERVICES

Flooding

Flooding is an uncommon event in the Tiburon Planning Area and is an event which can be predicted and mapped. Flooding in the Tiburon Planning Area is primarily a function of bay waters, since most watercourses in the Tiburon Planning Area are not of significant flow to cause flooding on their own. Some drainageways can back up, particularly when the bay is at high tide. Areas susceptible to predictable flooding events are shown in Diagram S-1, Non-Geologic Hazards.

A hydrologist's report should be required prior to construction on any area within the FEMA 100-year Flood Zone (A) or the 500-year Flood Zone (B). These areas can be built upon if mitigated by measures specified in the hydrologist's report.

Fires

Two types of fires are common to the Tiburon Planning Area: wildland fires or wildfires, primarily associated with undeveloped areas, and urban fires, which occur in the developed portion of the Tiburon Planning Area. Areas susceptible to wildland fires are mapped in Diagram S-1, Non-Geologic Hazards.

Wildfires often occur on grassy areas, and can spread to nearby dwellings. If the fires are unattended or exposed to winds, some forested areas, such as those of eucalyptus, may be particularly prone to forest fires, but this problem in the Tiburon Planning Area is limited by the lack of contiguous woodland.

The greatest problem posed by wildfires is the insufficient means of access for fire fighting equipment and personnel to areas susceptible to such fires. Ideally, such access should be provided over all-weather (maintained or paved) roads and over grades no steeper than 15%. While areas exposed to wildfires can be built upon if mitigated, the

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development must provide adequate greenbelts or firebreaks within which landscape controls are strictly enforced.

Urban fires can be a serious problem in older areas of the Tiburon Planning Area such as Downtown Tiburon and some portions of Strawberry.

Narrow Streets and Clearance Between Structures

The Tiburon Subdivision Ordinance requires acceptable clearance around structures. In some older areas of the Tiburon Planning Area, narrow (or no) spaces between buildings can provide opportunities for structural fires to leap from one building to another as well as create barriers to firefighters seeking access between structures. This section shall be construed to permit conditions which are allowed under the Uniform Building Code (UBC).

The Tiburon Subdivision Ordinance requires streets to be of acceptable width. Some older areas are hampered by narrow streets, steep streets and driveways or streets blocked with vehicles.

Strict standards should be developed in the revised Town of Tiburon Zoning Ordinance, Tiburon Subdivision Ordinance and Streets and Public Rights-of-Way requirements for the following:

1. Prohibiting on-street parking where travelways are less than 20 feet, curb-to- curb.
2. When existing structures are rebuilt, a minimum of five feet of space should be required between the proposed structure and the adjacent property line.

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Hazardous Materials

Hazardous materials are chemicals in all forms, including gas, powder and solids. They may be toxic, corrosive, inflammable or explosive. Hazardous materials are commonly associated with commercial or industrial applications which do not occur in the Tiburon Peninsula Area. However, the Sanitary District No. Five sewage treatment facility stores and applies chlorine and sulfur dioxide within fifty feet of residential structures. The transport of hazardous materials occurs to and from this location and is common along U.S. Highway 101 through the Tiburon Planning Area. The Tiburon Emergency Plan must be updated to deal with events caused by the upset or leakage of hazardous materials.

EMERGENCY PREPAREDNESS

Emergency services are needed to respond to hazardous events that may occur. Response to emergencies in the Tiburon Planning Area are provided by police and fire protection services.

Police Services. The Town of Tiburon Police Department and the Marin County Sheriff's Department provide police services to the Tiburon Planning Area. The California Highway Patrol provides police service on U.S. Highway 101 and in the unincorporated sections of State Route 131 (Tiburon Boulevard) within the Tiburon Planning Area.

The Tiburon Fire Protection District and the Alto-Richardson Bay Fire District are responsible for fire protection within the Tiburon Planning Area. Both districts provide paramedic services. The ambulance used by both districts is provided by the Tiburon Fire Protection District and two trained paramedics are provided by the Alto-Richardson Bay Fire District. This sharing of services allow the two districts to jointly contribute to this vital service. Because an emergency may occur anywhere at any time, the best preparation for emergencies is to have an emergency plan, to upgrade insufficient sources of peak water supply and to provide sufficient ingress and egress for emergency vehicles.

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Tiburon Emergency Plan

The California Emergency Services Act of 1970 requires the Town of Tiburon to prepare an Emergency Plan. The Emergency Plan is not part of the Tiburon General Plan at this time. The Town intends to coordinate the Emergency Plan with the General Plan and, at the next revision of the Tiburon Emergency Plan, integrate the Tiburon Emergency Plan with the Tiburon General Plan.

The Town of Tiburon also endorses the Incident Command System, a tactical set of procedures kept and updated by the Tiburon Fire Protection District. The Town is considering participation in the Operational Plan for Disasters, a step-by-step process of responding to emergency needs on the Tiburon Peninsula as proposed by the Tiburon Fire Protection District.

Peak Load Water Supply

Older areas of the Tiburon Planning Area such as Downtown Tiburon suffer from old water lines which do not provide sufficient water pressure to meet fire fighting standards. Any development within these areas must provide upgrading of the water lines.

Inadequate water reserves from the domestic water supply is a potential problem in most higher elevation areas. These areas are within the upper zone (usually above 200 feet in elevation above MSL) and can experience inadequate water pressure due to the lack of reservoir (water tank) capacity at these upper levels. These areas can be grouped into two types:

1. Areas without adequate water supply for domestic purposes.
2. Areas with insufficient peak load water supply.

The latter areas will require upgrading with any addition of new development as well as for adequate firefighting purposes even if no new development is added.

The Marin Municipal Water District is currently implementing an improvement program for the Tiburon Planning Area, and some of the water pressure and supply problems are scheduled to be corrected. No new development is to be permitted without contributing to permanent improvements to the water supply for the general area of the new development adequate

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to serve new development and in place prior to construction of new development.

The water supply system for the Tiburon Planning Area is subject to substantial loss in the event of a cut-off of supply over the main line (consisting of two pipes) along Tiburon Boulevard. The only backup to this main line is a six-inch line (in some places, an eight-inch line) along Paradise Drive. The Paradise Drive line, in combination with the water in existing water tanks, would be insufficient to provide those areas without sufficient peak water supply in the Tiburon Planning Area with water in the event of an emergency.

Evacuation and Emergency Problems

Because of the linear shape of the Tiburon Planning Area, an emergency in some areas of the Tiburon Planning Area could be inaccessible to emergency service personnel and vehicles due to the limited number of ways in and out of that area.

Because the Tiburon Planning Area is primarily a peninsula (actually two peninsulas), the susceptibility of the area to water cutoff and road blockages is high. In 1974, the Tiburon Emergency Plan was prepared to deal with the potential of either a cutoff of access or water as well as the need for a mass evacuation. The Tiburon Emergency Plan was updated in 1977 and 1981, and should be updated as a result of this Safety Element. In the event of an area-wide emergency, evacuation of the Tiburon Planning Area would be difficult if not impossible. Evacuation traffic on Tiburon Boulevard would cause severe congestion since that is the only major access route for most of the Tiburon Planning Area.

EVACUATION OPTIONS

Acceptable evacuation options include those means which make use of the fact Tiburon is nearly surrounded by water. Such means include the ferries, private boats and rafts where the emergency results in closure or congestion of roadways. The trail system is a second alternative for evacuation either by foot or mountain bike. The Town may wish to assist in organizing the yacht clubs as evacuation centers. In addition, the Town may desire to maintain rafts for such emergencies.

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Wherever practicable, all proposed development projects, regardless of their size and location, should have two means of access, even though one means of access may be public or private. This means that, even if only one street leads to a development area, a second emergency route, not necessarily a public road, must be provided even if it is over undeveloped land and not available for public use. Some of these roads could be emergency roads for wildfire access.

Traffic and Pedestrian Safety

The adequate and effective circulation of traffic and pedestrians in the Tiburon Planning Area is discussed in detail in the Circulation Element. Traffic and pedestrian safety is mentioned here because citizens gave great emphasis to this issue in the General Plan workshop process. Of special concern is public safety along residential streets and Tiburon Boulevard.

The Tiburon General Plan takes the approach of achieving safety through adequacy. The Circulation Element establishes standards of adequacy and policies for achieving adequacy. A street may be effective in moving traffic, but it would still be inadequate if it was unsafe. Until streets and pedestrian ways (including trails) meet standards for adequacy, they cannot be considered safe. The Circulation Element establishes policies for bringing existing streets, including Tiburon Boulevard, into compliance with standards of adequacy.

TIBURON GENERAL PLAN

SAFETY ELEMENT APPENDIX A:

The following measures should be required as mitigation measures for all new development projects, when appropriate.

Mitigation Measures

The Town should require developers to confine earth moving to the non-rainy season.

The Town should require developers to use engineered, site-specific erosion control measures at all construction sites.

The Town should require developers to re-vegetate all exposed soils at the completion of construction.

The Town should divert urban runoff discharges bound for Belvedere Lagoon to a discharge point, such as Raccoon Strait, that provides sufficient mixing and dissipation of pollutants.

The Town should require developers to provide on-site disposal of urban runoff in the GP area, where feasible.

The Town should require developers to install runoff detention basins, where feasible.

The Town should enforce strict on-site handling rules to keep construction and maintenance material out of waterways.

The Town should require developers to collect and remove pollutants, such as sanitary wastes and petroleum products, from construction sites.

The Town should require developers to prepare a spill prevention and countermeasure plan prior to approval of a grading permit.

The Town should require the use of chemical toilets at all construction sites to prevent bacterial and nutrient contamination of local drainages.

The Town should divert urban runoff discharges bound for Richardson Bay and Belvedere Lagoon to a discharge point, such as Raccoon Strait, that provides sufficient mixing and dissipation of pollutants.

TIBURON GENERAL PLAN

SAFETY ELEMENT APPENDIX A:

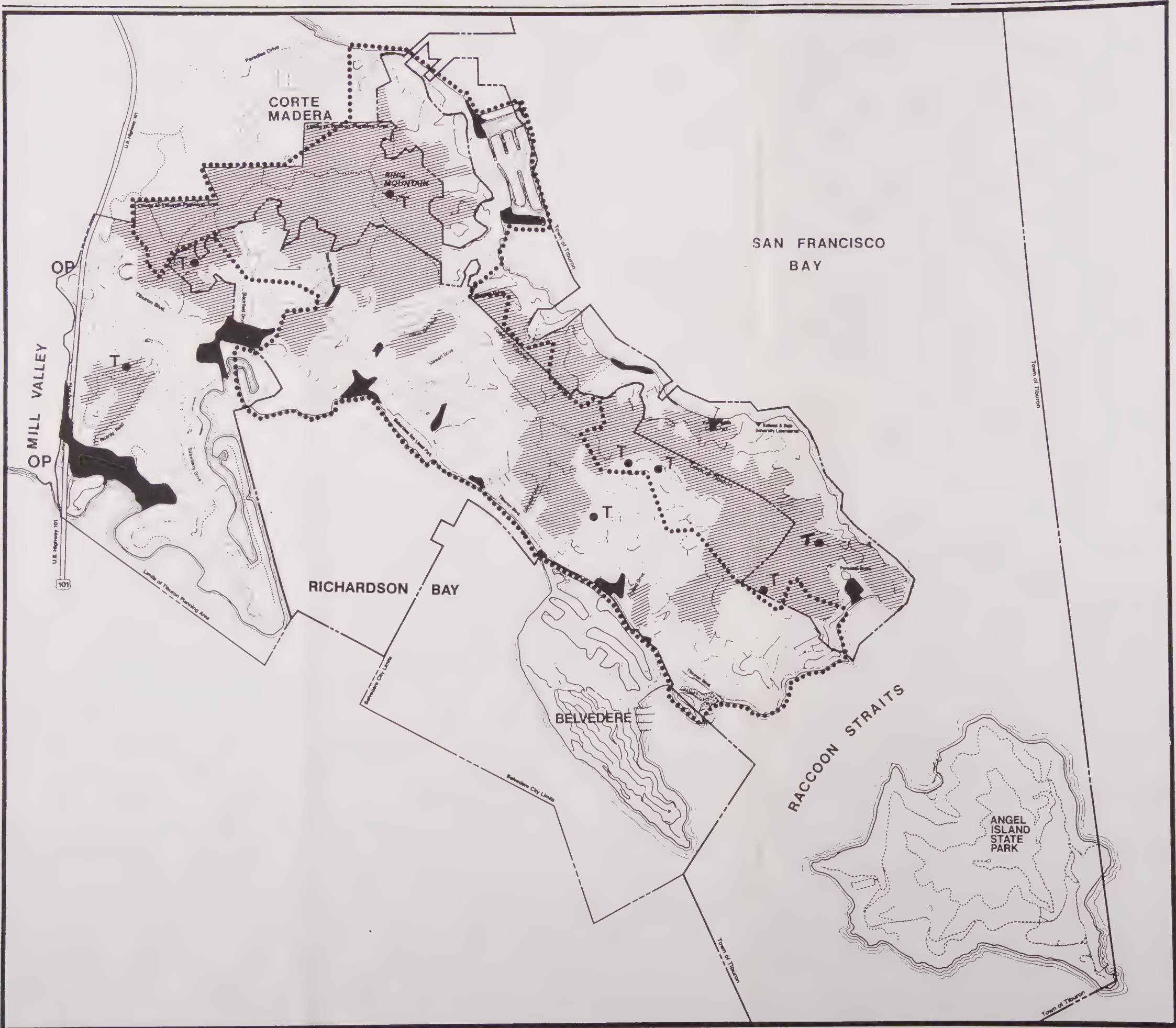
Mitigation Measures (Continued)

The Town and other jurisdictions draining into Richardson Bay and Belvedere Lagoon should require developers to install runoff detention basins, where feasible. Detention of urban runoff in basins provides an opportunity for pollutants to deposit on the basin bottom and to decompose before entering water quality-sensitive bodies of water. The detention basin in the downtown watershed was constructed primarily as a sediment trap to prevent excessive deposition in Belvedere Lagoon, but it also helps maintain water quality.

TIBURON GENERAL PLAN

SAFETY ELEMENT APPENDIX B: SAFETY ELEMENT DIAGRAMS

DIAGRAM S-1 NON-GEOLOGIC HAZARDS



- Areas susceptible to flooding
- Areas susceptible to wild fires
- Areas with narrow spaces between buildings
- Overpasses susceptible to failure in a seismic event
- Water tanks susceptible to rupture in a seismic event

TIBURON GENERAL PLAN

ORIGINAL ADOPTED 9/28/89

Date Revised	Res. #	By

0 800 1600 3200

SCALE IN FEET

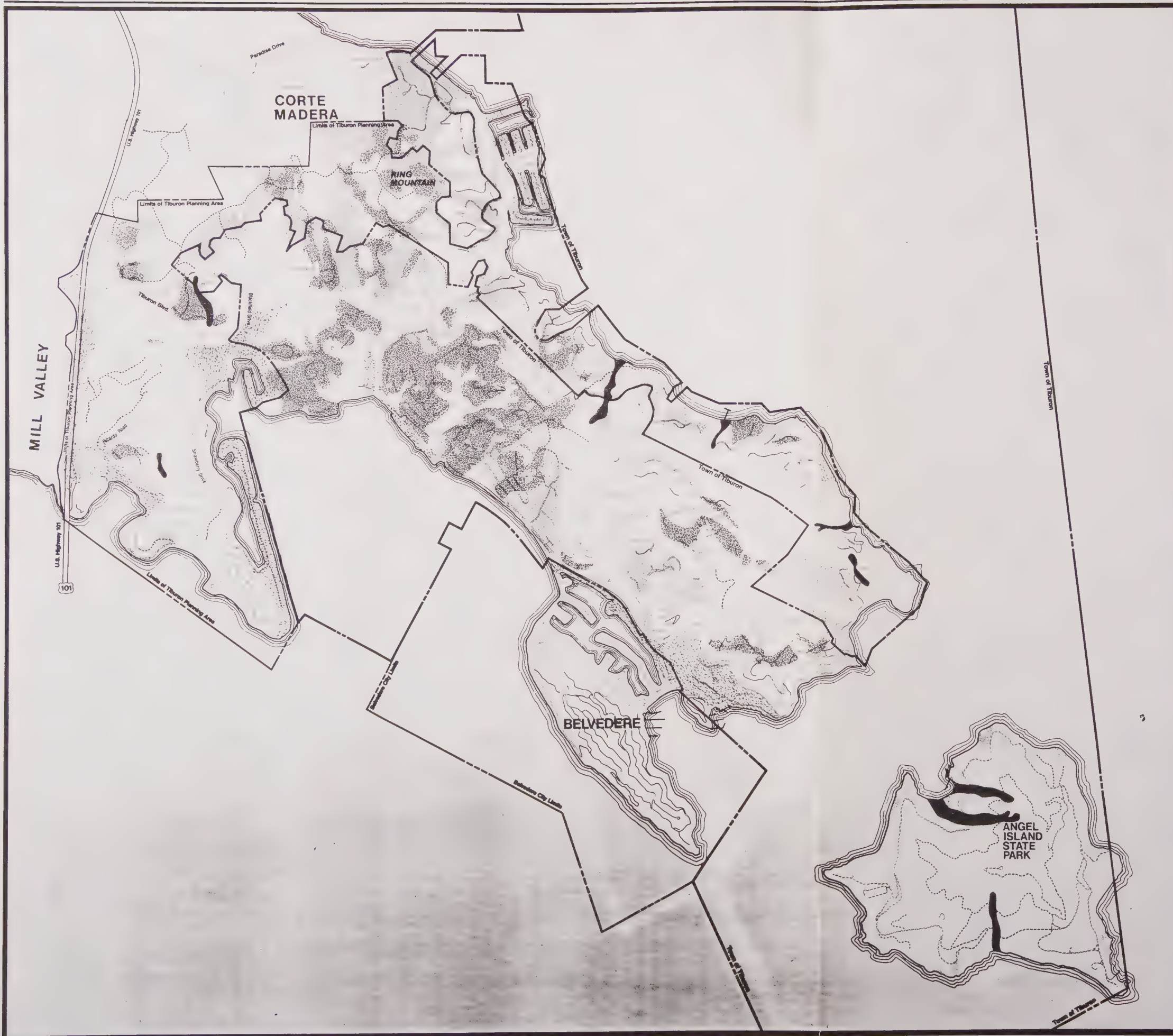
DIAGRAM S-2 GEOLOGIC HAZARDS

EXISTING LANDSLIDES
OR DEBRIS FLOW DEPOSITS

FRANCISCAN MELANGE

AREAS DOWNSTREAM OF
POTENTIAL DEBRIS FLOW
MUDSLIDES

BAY MUD



TIBURON GENERAL PLAN

ORIGINAL ADOPTED 9/28/89

Date Revised Res. # By



0 800 1600 3200

GEOLOGIC HAZARDS MAP

TIBURON GENERAL PLAN

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NOISE ELEMENT

TIBURON GENERAL PLAN

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TIBURON GENERAL PLAN

NOISE ELEMENT

INTRODUCTION AND INTENT

The Noise Element is required by the California Government Code Section 65302 (f). The purpose of the Noise Element is to identify and evaluate general noise problems in a community and to protect the health and welfare of the community by establishing policies which prevent development from being incompatible with its noise environment. This Noise Element recognizes the guidelines established by the Office of Noise Control in the State Department of Health Services.

DEFINITIONS

Decibel (dB)

A decibel is a unit of measurement describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micropascals (20 micronewtons per square meter).

Sound Level

Airborne sound is a rapid fluctuation of air pressure above and below atmospheric pressure. Sound levels are usually expressed in decibels (dB), with 0 dB corresponding roughly to the threshold of hearing.

A-Weighted Sound Level (dBA)

This is a sound level rating method that de-emphasizes the importance of certain frequency components to reflect the fact that human hearing is less sensitive at low frequencies and extremely high frequencies relative to mid-range frequencies.

Statistical Descriptors (L10, L50, L90)

The L10 is the A-weighted sound level equaled or exceeded during 10% of a stated time period. L10 is a good measure of the maximum sound levels caused by discrete-noise events, such as a sonic boom. The L90 is the A-weighted sound level equaled or exceeded 90% of the time during a stated time period and is used to describe the background noise. The L50 is the average or mean A-weighted sound level.

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Day/Night Average Sound Levels (Ldn)

Ldn represents the 24-hour average sound level with a penalty for noise occurring at night. Ten dB are added to nighttime (10 P.M. to 7 A.M.) sound levels to account for people's increased sensitivity to noise during these hours.

Community Noise Equivalent (CNEL)

CNEL is similar to Ldn. Ten dB are added to nighttime (10 P.M. to 7 A.M.) sound levels and 5 dB are added to evening (7 P.M. to 10 P.M.) sound levels to account for people's increased sensitivity to noise during these hours.

Noise Contours

Noise contours are lines drawn around or along a noise source indicating a constant level of noise exposure. CNEL contours are used in this Noise Element to describe community exposure to noise.

GOALS

- N-A To ensure that residential areas are quiet and that noise in public and commercial areas remain within acceptable noise levels.
- N-B To suggest ways in which existing noise problems can be eliminated or reduced.

POLICIES

- N-1. Minimize the exposure of community residents to noise by the arrangement of land use patterns.
- N-2. Eliminate to the maximum extent feasible unnecessary, excessive and offensive noises from all sources.
- N-3. Eliminate to the maximum extent feasible current noise impacts from Tiburon Boulevard on adjacent land uses which are sensitive to noise.
- N-4. The Town should use the Noise and Land Use Compatibility Guidelines contained herein to determine where noise levels in the community are acceptable or unacceptable. These advisory guidelines have been prepared by the California Department of Health Services.

TIBURON GENERAL PLAN

- N-5. Where appropriate, environmental reviews (environmental impact reports, initial studies, or negative declarations) of projects within the Tiburon Planning Area should include an acoustical analysis of the project's potential to cause a noise impact.
- N-6. The Town should require an acoustical analysis for all projects proposed in areas where existing noise exceeds normally acceptable levels. Such projects should contribute to the mitigation of the existing -- and projected -- noise in that area to the extent that it would impact the proposed project.
- N-7. The Town should require an acoustical analysis for all proposed projects that have the potential to generate noise through the generation of traffic or through the operation of the project. Such projects should contribute to the mitigation of the noise impact wherever it is found by the Town that such impacts are contributed to in part by the proposed project.
- N-8. Land uses along Tiburon Boulevard are currently impacted by traffic noise and will continue to be impacted to increasing degrees as traffic from new development is generated. In order to reduce this trend, the Town shall consider a provision in any new noise ordinance that requires development to contribute to a fund for financing noise mitigation measures along Tiburon Boulevard.
- N-9. The Town shall adopt a noise ordinance to implement and enforce the Noise Element and to establish mechanisms to finance noise mitigation measures.
- N-10. Off-road recreational vehicles (including trail motorcycles) should be prohibited in off-road areas and prohibited from access to off-road areas in the Tiburon Planning Area.
- N-11. Hours of use of recreation and commercial facilities should be controlled to prevent offensive noise in neighboring residential areas.
- N-12. Noise walls, sound walls or any form of solid barrier are to be totally landscaped.

TIBURON GENERAL PLAN

- N-13. The Town should attempt to reduce airplane and helicopter noise over the Tiburon Planning Area by working with the appropriate federal agencies.
- N-14. Maritime activities, including the operation of motor-powered vessels, shall be regulated on the basis of hours of operation and degree of noise emissions.
- N-15. The Town should limit noise levels and hours of noise generation from commercial activities in downtown Tiburon where necessary to ensure compatibility between such facilities and nearby residential areas.

PROGRAMS

- N-a. Develop and adopt a noise ordinance which sets forth specific procedures and actions for the Town to follow in order to implement the Noise Element. The Noise Ordinance may include provisions for the following:
1. Creation of a noise impact mitigation fund for areas where the Noise and Land Use Compatibility Guidelines are exceeded.
 2. Enforcement of the Noise Ordinance by the most appropriate agency. This may involve the purchase of appropriate equipment and allocation of Town staff to enforce the provisions of the Noise Ordinance.
 3. Revision of the Tiburon Zoning Ordinance and Subdivision Chapter of the Municipal Code to implement the Noise Ordinance. The following provisions should be considered:
 - a. Requirements for landscaped noise attenuation barriers.
 - b. Specific requirements for acoustical analyses, including standards for acoustical evaluation.
- N-b. The Town should contact the appropriate agencies to ensure that they are aware of the Town's policy discouraging aircraft flyovers of the Tiburon Planning Area.

TIBURON GENERAL PLAN

THE ISSUE

A General Plan makes accommodation for future change and development. The Tiburon General Plan foresees development and some improvements to Tiburon Boulevard. A Noise Element must address both existing noise problems (along Tiburon Boulevard) as well as the development of new land uses, particularly if they will generate traffic along Tiburon Boulevard.

Expansion of land uses within the Tiburon Planning Area must be analyzed for potential generation of noise impacts, particularly via traffic generation, and the possible creation of land uses which are sensitive to noise. Land uses sensitive to noise can normally be approved within an area where noise does not exceed the normally acceptable noise level for those land uses.

The Noise and Land Use Compatibility Guidelines compare land uses and the noise levels that are acceptable around them. Many areas in the Tiburon Planning Area along Tiburon Boulevard already exceed these acceptable noise levels, as shown in Diagram N-1, Existing Noise Contours. This does not mean that new development will not be permitted. However, mitigation measures, such as noise attenuation measures or structural features pursuant to the California Administrative Code Title 24, must be undertaken. These types of measures and features are discussed generally in this Noise Element and should be described more fully in a Noise Ordinance as well as be designed in detail when specific projects requiring them are approved.

NOISE ENVIRONMENT

Existing Noise Conditions

The Town of Tiburon currently has few noise problems. The current noise problems are from traffic on Tiburon Boulevard and on U.S. Highway 101 and from occasional aircraft flyovers. The Town of Tiburon does not have a Noise Ordinance and does not keep records of noise complaints.

In order to analyze and quantify the current and projected noise levels, noise measurements were made of community noise sources. These included highways, arterial and collector streets. The Tiburon Planning Area has no industrial operations, rail operations or airport operations. The following chart contains the result of the noise measurement program:

TIBURON GENERAL PLAN

Noise Measurements

April 20-22, 1987 - Long-Term*

<u>Location</u>	<u>CNEL (dB)</u>
Tiburon Boulevard - 38 feet from near lane and 720 feet from Highway 101 72	
Tiburon Boulevard - 25 feet from near lane at Trestle Glen Blvd.	70
Tiburon Boulevard - 43 feet from near lane at Lyford Dr. 68	

December 21, 1987 - Short-Term**

<u>Location</u>	<u>CNEL (dB)</u>
35 Lyford Drive - across from Laguna Vista Apartments, 12 feet from edge of curb	58
Trestle Glen Blvd. - 50 feet east of Belveron and 15 feet from edge of curb	61
113 Blackfield Drive - 150 feet north of Cecilia Way and 4 feet from edge of curb 56	
107 E. Strawberry Drive - 500 feet south of Tiburon Boulevard and 35 feet from edge of curb 58	
Seminary Drive - 500 feet east of Frontage Road and 30 feet from centerline of road 61	

-
- * Long-Term - Measurements taken over a period of several days and averaged.
 - ** Short-Term - Measurements taken over a period of 15 minutes and extrapolated for daily calculations.

TIBURON GENERAL PLAN

The above noise measurements were used to prepare Diagram N-1, Existing Noise Contours, which is the noise contour map for the existing noise conditions. This map shows lines of constant CNEL in the Tiburon Planning Area. Traffic from U.S. Highway 101 and Tiburon Boulevard are the major noise sources. The contours were developed using the Federal Highway Administration Traffic Noise Prediction Model and a series of environmental noise measurements. The noise contours are estimated and do not take into account shielding from local terrain or buildings. Thus, these contours represent the "worst case" condition, and should not be used for regulation but rather to determine where further testing is necessary.

Future Noise Conditions

Based on traffic projections for the Year 2005 from the Circulation Element, future noise contours have been drawn and are shown in Diagram N-2, Projected Noise Contours. This map shows that the noise levels from Tiburon Boulevard and U.S. Highway 101 will increase in the future and that more land uses sensitive to noise will be impacted.

The contours were developed using the Federal Highway Administration Traffic Noise Prediction Model and a series of environmental noise measurements. The noise contours are estimated and do not take into account shielding from local terrain or buildings. Thus, these contours represent the "worst case" condition and should not be used for regulation but rather to determine where future testing is necessary.

Land Uses Sensitive to Noise

The following land uses in the Tiburon Planning Area are sensitive to noise and are currently impacted: residential areas, recreational areas, schools and open space. Residential uses in and around Downtown Tiburon are particularly sensitive to noise which may occur in that area. Downtown Tiburon, as defined in the Land Use Element, should be studied to determine if it is a noise sensitive area and, if so, the Noise Ordinance should limit the intensity and hours of occurrence of noise in that area.

Discrete Noise Events

There are several one-time noise events which can disturb the residential environment in which they occur. These can include barking dogs, loud parties, mechanical equipment such as leaf blowers and chain saws. These types of noise should be limited by the proposed Noise Ordinance.

TIBURON GENERAL PLAN

Complaints from such events should be followed up by the Tiburon Police Department and appropriate measures taken to curtail such noise at the time it occurs.

Relationship of Noise Element to Other Elements

The Noise Element was used to determine future locations of residential land use, as shown in the Land Use Element. Noise Contour diagrams are not intended as final conclusions regarding whether proposed or existing land uses sensitive to noise are impacted or not. They are merely required as an indication where noise may be exceeding guidelines for land uses now or in the future. In all cases where land uses appear to be in conditionally acceptable, normally unacceptable, or clearly unacceptable areas, further acoustical analysis should be undertaken.

Noise contours should be used as a guide for establishing a pattern of land uses in the land use element so that the exposure of community residents to excessive noise is minimized. The purpose of the Noise Element is 1) to maintain those areas which have acceptable noise levels now and 2) to use the revised Zoning Ordinance and proposed Noise Ordinance in areas with excessive noise exposure to limit uses to those which are noise compatible and to restrict other less compatible uses and activities.



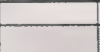

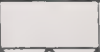


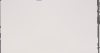








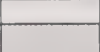


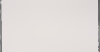






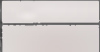

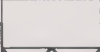








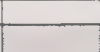
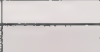

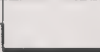


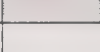


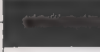


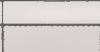
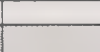

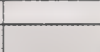


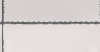
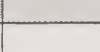

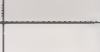








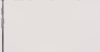
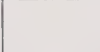







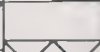


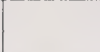
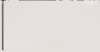

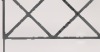





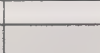


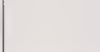
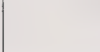










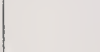
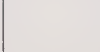



Use of Noise Contours and Noise and Land Use Compatibility Guidelines

The noise contours on Diagrams N-1 and N-2 should be used to identify proposed projects that are in areas which may require acoustical mitigation. Mitigation of noise may be required for proposals located in areas that are categorized as conditionally acceptable, normally unacceptable or clearly unacceptable on the Noise and Land Use Compatibility Guidelines. Acoustical analyses should determine if the proposed project can be designed to mitigate noise impacts.

All residential uses in the Tiburon Planning Area should meet the State of California Noise Insulation Standard for multi-family dwellings which requires that indoor noise levels not exceed a CNEL of 45 dB.

Because outdoor use is a major consideration in residential projects, such projects should have an outdoor environment at the normally acceptable level or at least an outdoor environment that is capable of being reduced to the acceptable level.

Noise and Land Use Compatibility Guidelines

Land Use Category	Community Noise Exposure, Ldn or CNEL, in dB					
	55	60	65	70	75	80
Residential *						
						
Transient Lodging, Motels, Hotels						
						
Schools, Libraries, Churches, Hospitals, Nursing Homes						
						
Auditoriums, Concert Halls, Amphitheaters						
						
Sports Arenas, Outdoor Spectator Sports						
						
Playgrounds, Neighborhood Parks						
						
Golf Courses, Riding Stables, Water Recreation, Cemeteries						
						
Office Buildings, Business, Commercial & Professional						
						
Industrial, Manufacturing, Utilities, Agriculture						
						



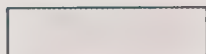
Normally Acceptable

Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.



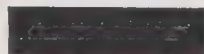
Normally Unacceptable

New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.



Conditionally Acceptable

New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design.



Clearly Unacceptable

New construction or development clearly should not be undertaken.

* Residential interior noise levels not to exceed 45 dbALdn.

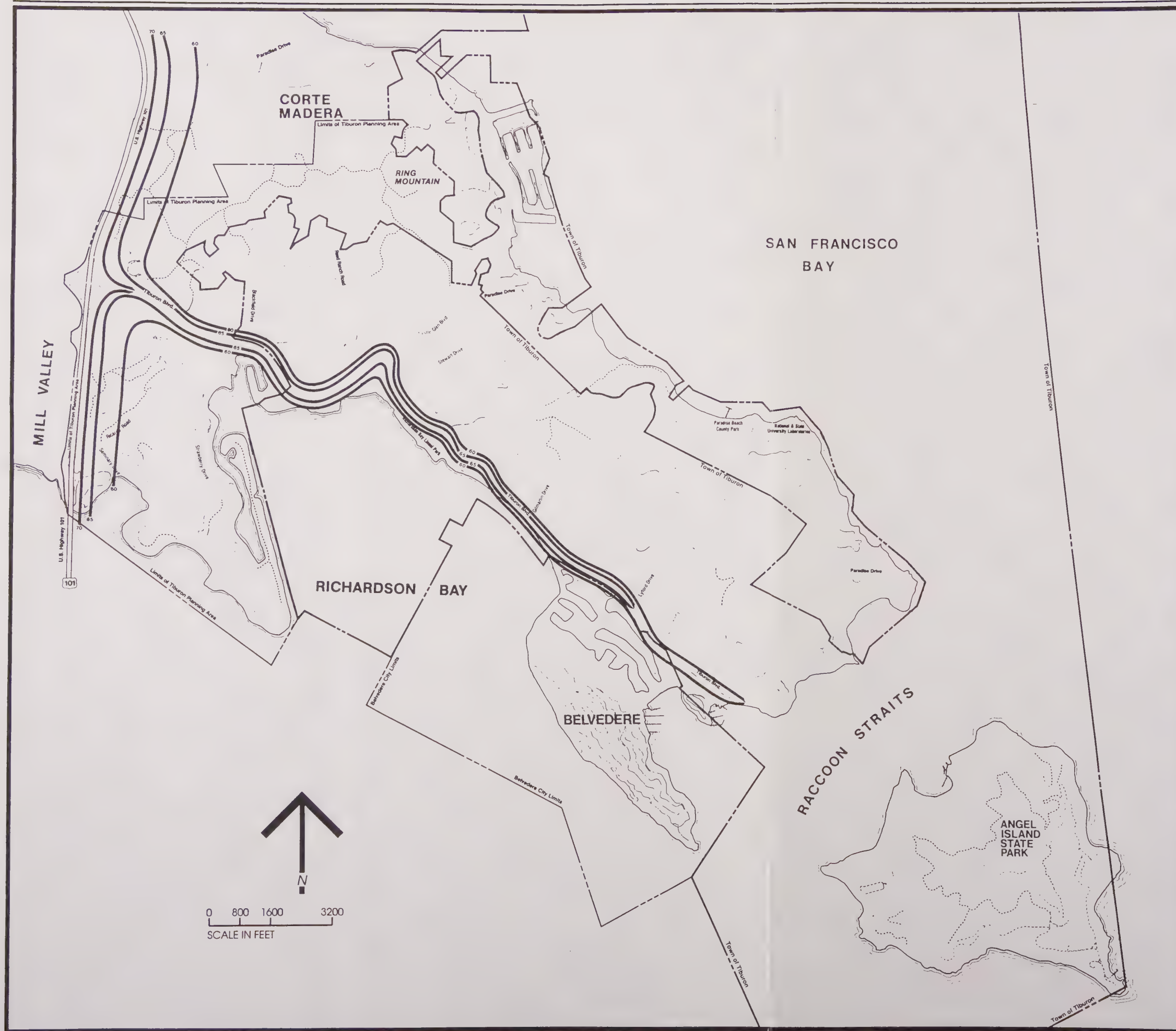
TIBURON GENERAL PLAN

APPENDIX A: NOISE ELEMENT DIAGRAMS

DIAGRAM N-1

EXISTING NOISE CONTOURS

CNEL Contour (dB) — 60 —



ORIGINAL ADOPTED 9/28/89

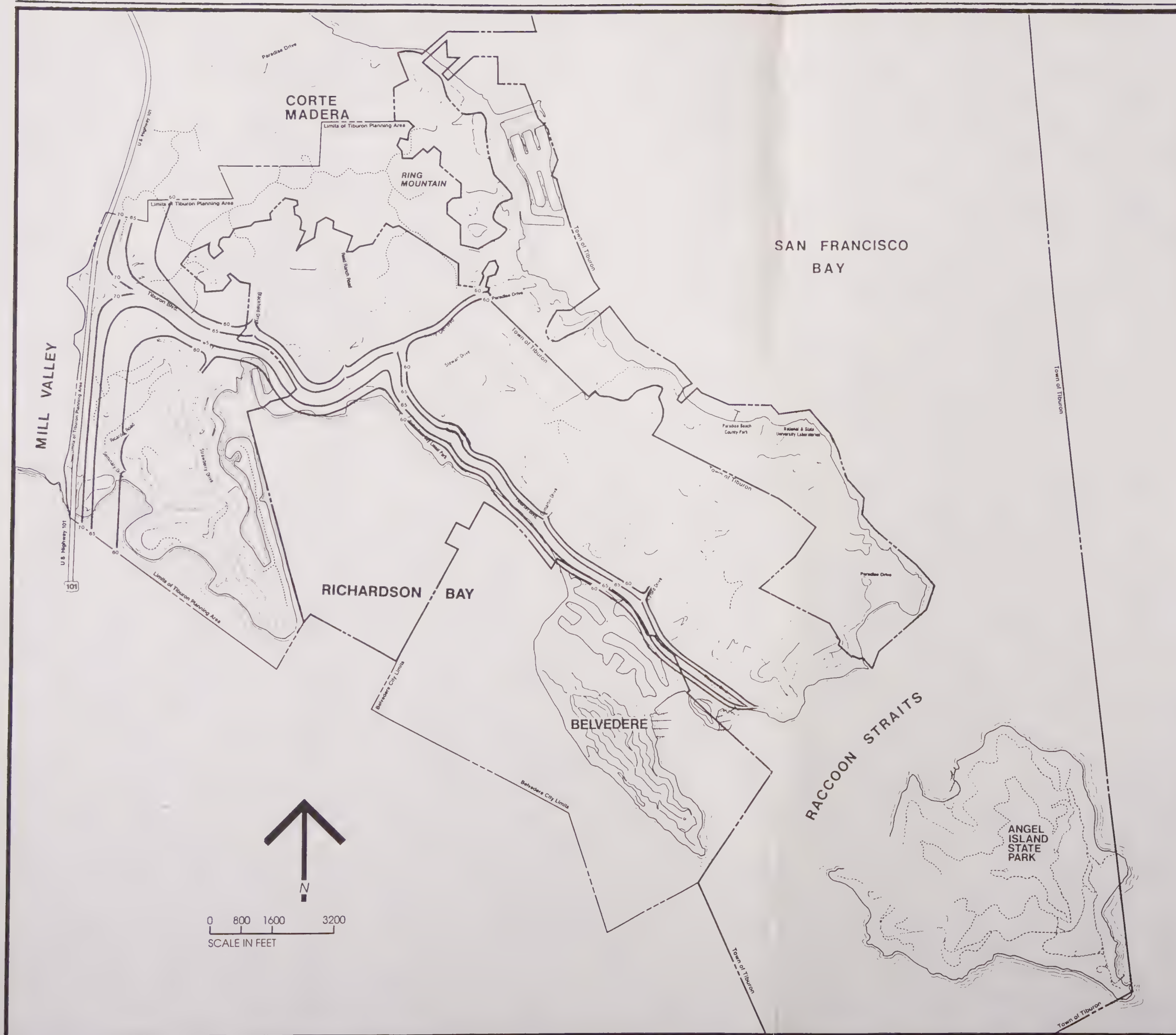
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DIAGRAM N-2

PROJECTED NOISE CONTOURS

CNEL Contour (dB) — 60 —



ORIGINAL ADOPTED 9/28/89

[illegible]

TIBURON GENERAL PLAN

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PARKS & RECREATION ELEMENT

TIBURON GENERAL PLAN

PARKS AND RECREATION ELEMENT

INTRODUCTION AND INTENT

The Parks and Recreation Element is an optional General Plan Element adopted at the discretion of the local agency. The purposes of this Parks and Recreation Element are to ensure that future needs for recreational land and facilities in the Tiburon Planning Area are met and that existing recreational opportunities are maintained and enhanced as appropriate.

Discussion in this element is limited to active recreational facilities only. Passive recreation is considered a characteristic of open space, which is addressed in the Open Space & Conservation Element. Recreation programs are addressed and administered by the Belvedere-Tiburon Parks and Recreation Committee, a jointly authorized body comprised of representatives from the Town of Tiburon and the City of Belvedere. In this element, the Town distinguishes between parks and open space. The Town notes that while lands acquired with Open Space Bond funds may not be developed as organized parks without voter approval, these lands can provide valuable informal recreation areas.

DEFINITIONS

Parks

Parks are lands zoned and/or dedicated and developed for recreational use. Open spaces with hiking trails are not considered parks in this Element.

Recreation

The concept of recreation is changing and flexible. For this Element, recreation is generally defined as the participation in sports or other recreational activities for the purpose of mental and physical stimulation. Recreation facilities as discussed will generally include, but not be limited to, the types of facilities which provide for activities listed in Table A of the Parks and Recreation Element Appendix. It is acknowledged that some Tiburon residents prefer different recreational activities than those listed; it is not the intent of this Element to discourage such activities.

TIBURON GENERAL PLAN

GOALS

- PR-A. To provide sufficient land and facilities for a balanced system of parks and recreation in the Tiburon Planning Area.
- PR-B. To anticipate population growth and provide adequate lands to be set aside to meet future parks and recreation needs of the Tiburon Planning Area.

GENERAL POLICIES

- PR-1. Sufficient park land and recreational facilities shall be maintained over time. The current ratio of 3.8 acres of parkland per 1,000 persons should be considered the minimum ratio to be maintained for publicly-owned parklands as the Town's population increases. To the maximum extent feasible, a ratio of 5.0 acres of parkland per 1,000 persons is a goal. (See Parks & Recreation Standards section below.)
- PR-2. The Town of Tiburon should continue to require new parkland dedication and/or collection of in-lieu fees during the development review process.
- PR-3. The Town should continue to use park funds and any future in-lieu fees for improvement of existing and future parks and for parkland acquisition purposes.
- PR-4. The Town should pursue federal, state, county, and other funds to assist in the maintenance, improvement, acquisition, and development of existing and/or future park facilities.
- PR-5. The Town should complete the phased development of the Richardson Bay Lineal Park.
- PR-6. Additional waterfront access, especially in areas where none currently exists, shall be encouraged.
- PR-7. Well-managed neighborhood parks shall be encouraged.
- PR-8. The Town should require publicly-accessible off-road connecting trails between recreation areas (developed, developable, and open space) and neighborhood areas.
- PR-9. All park acquisition and development should be reviewed by the Parks & Open Space Commission for conformance with this Element.

TIBURON GENERAL PLAN

RECREATION PROGRAMMING POLICIES

- PR-10. Recreation programming should serve the needs, interests, and desires of the community as a whole, and should be responsive to trends and fashions in recreation.
- PR-11. Recreation programs should be offered on a year-round basis.
- PR-12. Recreation programs should provide a majority of activities which are within the financial ability of the citizenry.
- PR-13. Recreation programming is the function of the Belvedere/Tiburon Joint Recreation Committee.

DOWNTOWN RECREATION POLICIES

- PR-14. Existing waterfront recreation opportunities shall be maintained and may be enhanced, for example, by the provision of port-of-call facilities.
- PR-15. Public convenience facilities such as restrooms, bicycle racks, drinking fountains, and trash receptacles are encouraged and may be provided by the State of California, the Town of Tiburon, and/or the business community.

ANGEL ISLAND POLICIES

- PR-16. Visitation to Angel Island through the Town of Tiburon should be monitored by the State of California on a daily basis. The Town should request that the State Department of Parks and Recreation provide the Town with monthly reports of visitation.
- PR-17. Any increase over the highest recorded number of annual visitors to Angel Island (200,100 in 1976-77) or monthly visitors (38,622 in July, 1983) shall prompt consideration by the Town of a petition to the State Department of Parks and Recreation for access limits to Angel Island from Tiburon.
- PR-18. Provisions for Angel Island visitation from Tiburon are currently sufficient and should not be increased. Ferry access to Angel Island from San Francisco, Sausalito, and elsewhere should allow disembarkation of passengers in Tiburon as long as new passengers are not allowed to embark in Tiburon. Departing ferries from Angel Island that do not terminate in Tiburon should not be permitted to stop in Tiburon except in emergencies. The intent of this policy is to discourage ferry riders from driving into Tiburon and parking.

TIBURON GENERAL PLAN

PROGRAMS

- PR-a. The Parks and Open Space Commission shall consider the long and short term need for additional parklands, sporting facilities, picnic facilities, play areas, open spaces, and recreational parking facilities on a community-wide basis.
- PR-b. The Town's Subdivision Ordinance shall be revised to include Quimby Act provisions for parkland exaction and collection of in-lieu fees.
- PR-c. The Town should set a high priority on obtaining funding for and completion of the Richardson Bay Lineal Park. Blackie's Pasture is the last large undeveloped portion of this Park. The Town should set aside a fixed sum annually to be used toward completion of this facility.
- PR-d. The Parks and Open Space Commission shall monitor visitor patronage of Angel Island to ensure that Town policies regarding Angel Island are enforced.
- PR-e. The Town Staff, Planning Commission, and Town Council shall examine every development application for the existence of easements that connect or continue to allow public access to recreation and open space areas; Town Staff shall monitor construction with a view toward the maintenance of those easements.

FACILITIES INVENTORY

Recreational facilities in the Tiburon Planning Area are listed in Table B of the Parks & Recreation Appendix. They are broken down by location and type. Public facilities are mapped on Diagram PR-1.

PARKS AND RECREATION STANDARDS

Many communities use standards to determine the need for recreational facilities. The minimum standard set by the National Recreation and Park Association is 2.5 acres of park land per 1,000 persons. The maximum standard set by California Government Code, Section 66477 (b) is 5 acres of park land per 1,000 persons. The Tiburon Planning Area has approximately 3.8 acres of park land per 1,000 persons, as shown in the following chart.

TIBURON GENERAL PLAN

	<u>Acres*</u>	<u>Acres/1,000 Population**</u>
Town of Tiburon		
Downtown Shoreline Park	8.9	0.6
Belveron Mini-Park	2.2	0.1
Richardson Bay Lineal Park	35.8	2.3
County of Marin		
Paradise Beach County Park	11.9	0.8
Total	58.8	3.8 acres per 1,000 persons

* Single-purpose public recreation areas (e.g., tennis courts, boat launching areas, etc.) are not listed.

** Assuming 1986 population of 15,650.

ANGEL ISLAND STATE PARK

The Town of Tiburon contains 726 acres of the 740-acre Angel Island State Park. The Park is owned and managed by the State of California. This facility serves the State of California Planning District 4, which includes all of the Bay Area. Visitation to Angel Island has decreased in the past few years, but is considered to be steady (neither growing nor decreasing) over the long term.

<u>Year</u>	<u>Approximate Number of Visitors</u>
1985-1986	170,000
1984-1985	171,255
1983-1984	196,072
1982-1983	174,186
1981-1982	169,420
1980-1981	191,498
1979-1980	184,181
1978-1979	184,860
1977-1978	180,160
1976-1977	200,100
1975-1976	186,800
1974-1975	184,800
1973-1974	186,100
1972-1973	145,800

Source: California Department of Parks and Recreation, 3/13/87. Approximately 25% of these visitors travel to Angel Island via ferry from Tiburon, 45% via ferry from San Francisco, and 30% via private boat from several Bay Area ports.

The State plans to increase improvements to Angel Island to better accommodate future visitors. If maximum park capacity were reached, approximately 398,000 visitors could be accommodated, which would almost double the peak attendance in Year 1976 to 1977. However, there is no expectation that these peak numbers will ever be reached or, for that matter, that attendance will grow much beyond current levels.

TIBURON GENERAL PLAN

Because Angel Island State Park is almost totally located in the Town, and because a significant percentage of visitors access Angel Island from Tiburon, the Town is vitally concerned with expansion plans for Angel Island. While the Town wants to cooperate with the State Department of Parks and Recreation in improving Angel Island as a regional park, the Town of Tiburon is opposed to future significant increases in access to Angel Island State Park from Tiburon due to inadequate parking facilities, traffic congestion, and marginal Levels of Service at Tiburon Boulevard intersections.

PARKS AND RECREATION ELEMENT APPENDIX

TABLE A
1987 Gallup Poll of Recreation
Preferences in the United States

Top Sports Activities	Percent Participating (1 or more times during the previous 12 months)	Estimated Number of Participants
Swimming	43%	75,000,000
Bicycling	35%	60,000,000
Fishing	33%	56,000,000
Jogging, Running	28%	49,000,000
Pool, Billiards	26%	44,000,000
Camping	25%	44,000,000
Hiking	25%	44,000,000
Bowling	22%	39,000,000
Softball	22%	39,000,000
Weight Training (net)*	21%	37,000,000
Calisthenics	20%	35,000,000
Volleyball	20%	34,000,000
Basketball	19%	34,000,000
Bicycle touring, Racing	18%	31,000,000
Motorboating	18%	31,000,000
Aerobics, Dancercise	16%	28,000,000
Baseball	16%	28,000,000
Weight Lifting	16%	28,000,000
Table Tennis	15%	26,000,000
Body Building	14%	24,000,000
Hunting	14%	24,000,000
Frisbee	13%	22,000,000
Golf	12%	21,000,000
Tennis	12%	21,000,000
Canoeing, Rowing	11%	19,000,000
Target Shooting	11%	19,000,000
Roller Skating	10%	17,000,000

* "Weight Training (net)" activities are those undertaken strictly for weight reduction outside of calisthenics, aerobics, etc.

Source: Gallup Poll, taken July 11 to 14, and October 24 to 27, 1986, based on personal interviews with 3,098 adults in more than 300 areas across the nation.

Note: There are many forms of recreation which do not appear on this list, but which are common in the Tiburon Planning Area, such as soccer, sailing or windsurfing.

TABLE B
**Facilities Inventory,
 Public Recreational Facilities**

<u>Name & Location Of Facility, By Owner</u>	<u>Equipment/Facilities</u>	<u>Type of Parking</u>
<i>Town of Tiburon</i>		
Downtown Shoreline Park, Paradise Drive between Mar West and Tiburon Boulevard	Donahue Building irrigation system landscape lighting benches trash cans	Off-street, depends upon on-street parking Bike racks
Harbor Park Tidelands, Elephant Rock to Corinthian Yacht Club	Red & White Fleet dock Angel Island dock Sam's dock (12 public moorings)	None
Elephant Rock Fishing Pier, Paradise Drive	fishing pier	Depends upon on-street parking and small public parking lot
Belveron Mini-Park, Jefferson Drive, Trestle Glen Boulevard and Tiburon Boulevard	2 benches 1 water fountain 2 jungle gyms	Informal off-street parking at Blackie's Pature
Richardson Bay Lineal Park, Greenwood Beach Road to San Rafael Avenue, along Richardson Bay (incomplete construction)	benches drinking fountains sprinkler system multi-use path playground soccer field	Informal off-street parking at Blackie's Pasture (150 formal spaces plus 75 overflow spaces are planned)
Point Tiburon 1920 Paradise Drive	2 tennis courts	Off-street parking
<i>Strawberry Recreation District</i>		
Strawberry Recreation Center, 118 E. Strawberry Drive	swimming pool wading pool 4 tennis courts playground soccer/softball fields auditorium/gym meeting rooms	Off-street, depends upon on-street parking Bike racks
Strawberry Cove Park Seminary Drive at Ricardo Rd.	fitness court Richardson Bay paths	Depends upon on-street parking
Harbor Cove Dock Harbor Cove Way off E. Strawberry Drive	hand-launch boat ramp	Depends upon on-street parking
Brickyard Park Seminary & Great Circle Drives	water-side park playground	Depends upon on-street parking

County of Marin

Paradise Beach Park
Paradise Drive

picnic facilities
barbeque pits
lawn area
fishing pier
100-yard sand beach

Off-street, depends upon on-street parking

State of California

Angel Island

Ayala Cove

Formal Picnic Area with:
picnic tables
barbeque pits
100-yard beach
volley ball court
snack bar
toilet facilities
5 more picnic sites planned

Access by boat only. Ferry riders from Tiburon currently use temporary (Mar West) parking lot and on-street parking in Downtown Tiburon and surrounding neighborhoods.

West Garrison

Boating Area with:
dock spaces
buoys
toilet facilities
shower facilities
ferry dock
ferry ticket sales
tours of buildings
lawn area
picnic tables

Immigration Area

museum
tours

North Garrison

lawn area
picnic tables
tours
new group camp (planned)

East Garrison

baseball field
lawn area
picnic areas
barbeque pits
chapel
300-yard beach
buoys for boats
tours
new pier (for Larkspur Ferry)
new water system (planned)

Natural Areas

trails for hiking
trails for bicycles
tables
100-yard beach

Private Recreational Facilities

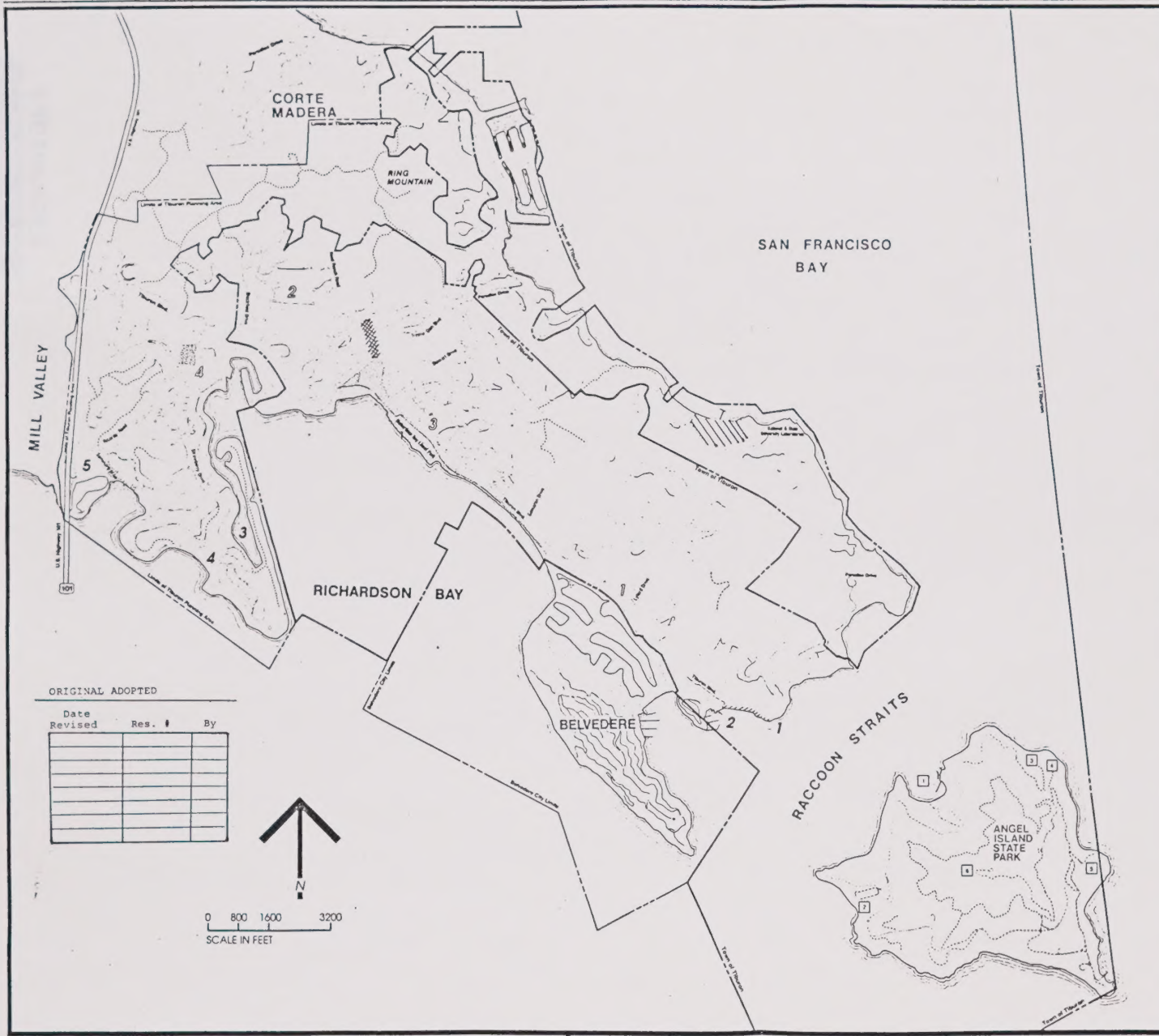
<u>Name & Location Of Facility, By Owner</u>	<u>Equipment/Facilities</u>	<u>Type of Parking</u>
<i>Recreation Clubs</i>		
Tiburon Yacht Club, Paradise Cay	150 boat slips (159 more are planned) boat launch clubhouse public park (planned)	Off-street parking
Corinthian Yacht Club, Main Street	85 boat slips dining room ballroom dry dock	Off-street parking
Belvedere Tennis Club, 700 Tiburon Boulevard	7 tennis courts clubhouse snack bar swimming pool locker rooms	Off-street parking
Harbor Point Racquet & Beach Club, 475 East Strawberry Drive	7 tennis courts swimming pool jacuzzi exercise room bay access dining room social area sauna	Off-street parking
Tiburon Peninsula Club, 1600 Mar West	10 tennis courts 2 swimming pools 1 wading pool playground basketball hoop volleyball court clubhouse social room snack bar locker rooms	Off-street parking, but depends upon on-street parking
<i>Residential Facilities</i>		
Tiburon View Apartments, 25A Circle Drive	swimming pool recreation room	Off-street parking, but depends upon on-street parking
Tiburon Hill Apartments, 25 Andrew Drive	2 swimming pools recreation & social room playground	Off-street parking, but depends upon on-street parking

Chateau Chillon Apartments, 10 Milland Drive	swimming pool game room sauna weight room	Off-street parking, but depends upon on-street parking
Strawberry Shores Apartments, 111 Seminary Drive	swimming pool recreation & social room sauna pool tables	Off-street parking, but depends upon on-street parking
Point Tiburon 1920 Paradise Drive	2 swimming pools	Off-street parking
The Cove Apartments 50 Barbaree Way	3 swimming pools boat docks saunas volleyball court weight room	Off-street parking
Laguna Vista 2D Davis Drive	swimming pool sauna	Off-street parking Bike racks
Vista Belvedere 75 B Red Hill Circle	swimming pool sauna	Off-street parking, but depends upon on-street parking
The Hilarita 100 Neds Way	playground	Off-street parking
<u>Schools, Public</u>		
Reed School, 1199 Tiburon Blvd.	4 tire swings 2 jungle gyms 2 parallel bars 1 slide 13 picnic benches 4 backboards	Off-street parking Bike racks
Bel Aire School, 277 Karen Way	6 swings 1 slide 1 parallel bars 6 basketball hoops 8 tether balls 20 picnic tables 3 jungle gyms 1 backboard 1 baseball/soccer field	Off-street parking Fenced bike racks
Del Mar School, 105 Avenida Miraflores	6 basketball hoops 2 tennis courts* 14 picnic benches 3 baseball/soccer fields	Off-street parking, but depends upon on-street parking
Strawberry Point School, 117 East Strawberry Drive	2 tire swings 5 gym sets 1 playing field 16 picnic tables	Off-street parking
* Administered by the Belvedere Tiburon Joint Recreation Committee		

Schools, Private		
Strawberry Pre-School & Strawberry Pre-Kindergarten, 240 Tiburon Blvd.	1 tire swing 1 rope swing 1 slide 1 climber	Off-street parking
FYT Nursery School, 1046 Redwood Highway	1 portable gym 2 swings 1 slide 1 play structure	Off-street parking, but depends upon on-street parking
Golden Gate Baptist Theological Seminary, Seminary Drive	1 playing field 3 picnic tables 1 barbeque grill	Off-street parking, but depends upon on-street parking
St. Hilary's School, 765 Hilary Drive	1 slide 2 gym bars 4 basketball hoops 1 lawn area	Off-street parking
Southern Marin Day School, 445 Greenwood Beach Road	1 climbing structure 1 sand box 1 lawn area	Off-street parking
Hawthorne Nursery School, 145 Rock Hill Drive	2 tire swings 1 slide 1 jungle gym 1 see-saw 1 sand area	Off-street parking, but depends upon on-street parking
Little Lambs Nursery School, 9 Shepherds Way	1 slide 1 gym 1 play structure 1 sand box 1 basketball hoop	Off-street parking
Childrens Circle Center, 215 Blackfield Drive	6 swings 1 slide 1 sand area 1 lawn area 3 picnic benches	Off-street parking Bike rack
Belvedere-Tiburon Child Care Center Tiburon Boulevard	1 swing 1 slide 1 sand area	Off-street parking

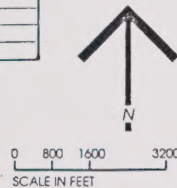
DIAGRAM PR-1

PARKS AND RECREATION AREAS



ORIGINAL ADOPTED

Date	Res. #	By
Revised		



PUBLIC PARKS

- Elephant Rock Fishing Pier 1
- Harbor Park Tidelands 2
- Harbor Cove Dock 3
- Brickyard Park 4
- Strawberry Cove Park 5
- Downtown Shoreline Park
- Richardson Bay Lineal Park
- Belveron Mini-Park
- Strawberry Recreation Center
- Strawberry Cove Park
- Paradise Beach Park

PUBLIC SCHOOLS

- Reed School 1
- Bel Aire School 2
- Del Mar School 3
- Strawberry Point School 4

ANGEL ISLAND STATE PARK

- Ayala Cove 1
- West Garrison 2
- Immigration Area 3
- North Garrison 4
- East Garrison 5
- Natural Areas 6

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